

# Easyriders®

**DAYTONA 2000:  
The Ultimate  
Run to the Sun**

**True Road Tales  
to STURGIS:  
A First-Timer  
and an Old-Timer**

**Solving the  
Oil Leak Mystery**

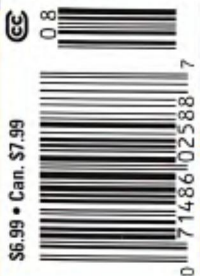
**THE TOP 10  
ALL-AMERICAN  
Motorcycle  
Manufacturers**

**Chica Chopper**

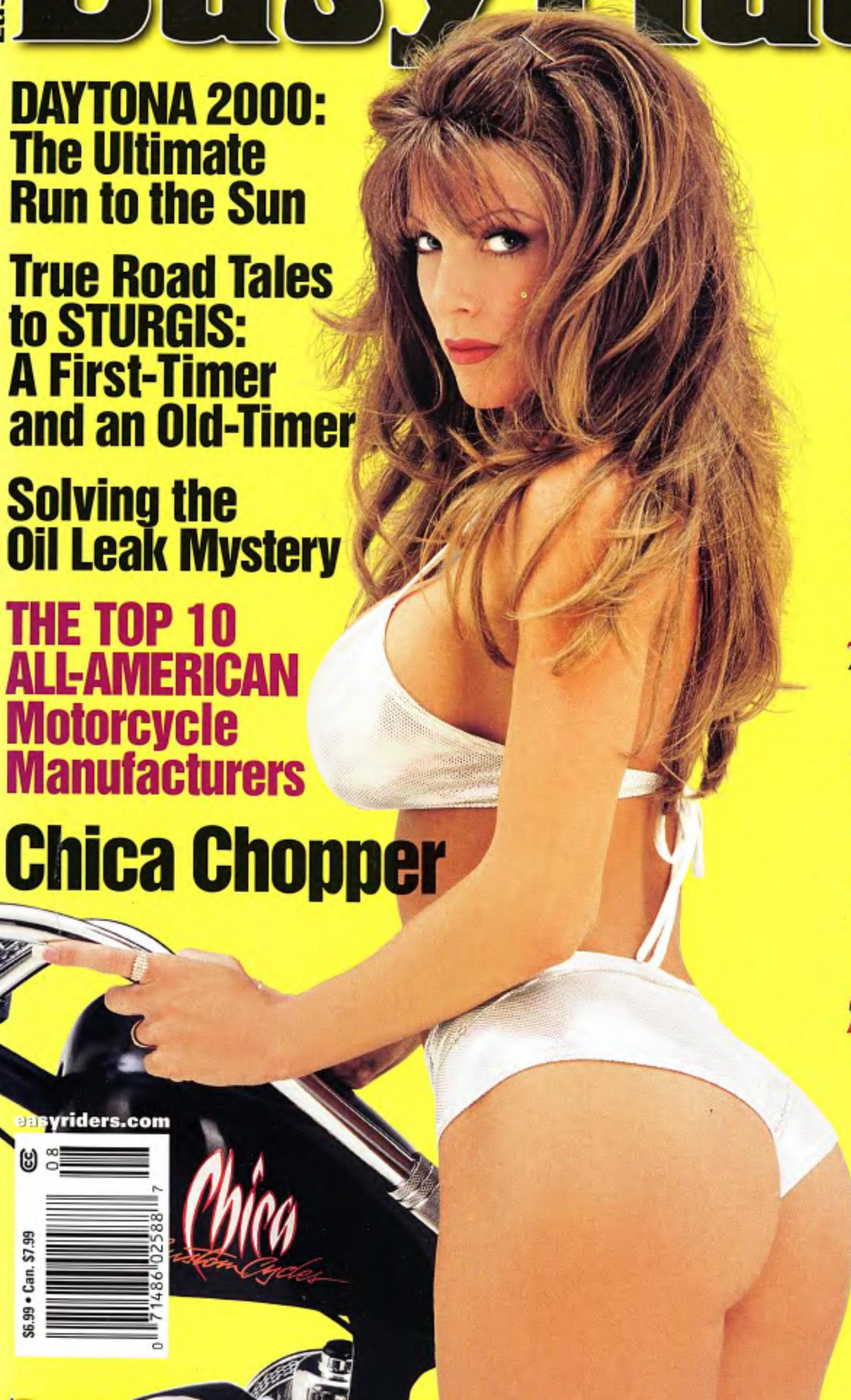
**Top 10**



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*Chica  
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# **Build it Start to Finish...**

## **from the FatBook**



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# Taking It Easy

The old expression "running around **like a chicken** with its head cut off" is undoubtedly familiar to everyone. Well, did you know that there actually was a chicken who ran around for four years after having been decapitated? He could stand and walk on his own, but his owner had to feed him by dropping ground corn into his headless neck. They finally took him on tour because he was such an oddity, and if you had 25 cents, you could watch him at feeding time.

Fresh from our "Bartering Dead Things for Sex" Department: A hillbilly in a pickup stopped two undercover policewomen posing as prostitutes and asked if they'd pleasure him in exchange for **two dead squirrels**. When they refused, he drove off, only to return later with a broken washing machine and a new offer—the dilapidated appliance and the two dead squirrels for sexual favors. He was once again rejected so he made his final offer of six dollars in cash. The man was neither arrested nor charged. The guy who ran the operation said he didn't want to take dead squirrels into evidence. Also, when someone offers a strange amount, he said they have to worry about his motives—and it wasn't a fair trade. So if the broken washing machine, dead squirrels, and six bucks weren't an even exchange for sex, what was? A blender, perhaps? He said, "A blender, huh? They can be expensive. I don't know. I'd have to see it."

From our **Dog Bites Man** File: An escaped murderer from Bulgaria who spent 12 years burglarizing houses in Washington state received \$412,500 because a police dog bit off part of his foot during the arrest (a lot of good the \$412,500 did him!).

A trauma therapist complained to a bungee jumping company in New Zealand about the company's installation outside her office building of a 130-foot tower with a bungee-attached capsule. She said the jumper's **blood-curdling screams** made her rape and car-crash patients anxious during sessions (well no shit!).

Here are some interesting and, most likely, little known facts: Two rats can increase **the rat population** by 15,000 in less than a year; worldwide, more people are killed each year by donkeys than by plane crashes; on U.S. interstate highways, one mile of every five must be straight so that in times of war or emergencies they can be used as airstrips; there are 1,000 times fewer germs on a toilet seat than on the cutting board in your kitchen. (Store these bits of info away to share with the bros at the bar.)

Here's some manly dudes. This guy and another man were arguing in a bar over who had the more powerful pickup truck. The two left to settle things by chaining their trucks together and having a **tug of war**. The first guy won by default when the other man's truck slid into a ditch, rolled, and, when the man was ejected, came down on top of him.

Here's an astonishing conclusion to a study of high-speed police chases (another case of our tax dollars at work): Pursuits are **more dangerous** the more cars that are involved, the higher the speed, the darker it is, and the more crowded the streets are. (They came to these conclusions using a "pursuit decision calculus." Yeah, right!)

Our government hard at work! A patrol officer confiscated two live bombs and nonchalantly took them across town in his quad car to the drug property room, having mistakenly identified them as elaborate **marijuana bongos**. Yeah, light up and **BA-BOOM!**

We leave you this month with a few more really dumb laws that are still on the books: In Georgia you can't keep your **donkey in your bathtub**, and in a city in Georgia there's a law saying it's illegal to tie a giraffe to a telephone pole or street lamp. In South Dakota it's illegal to lie down and fall asleep in a cheese factory (remember that while you're in Sturgis!).





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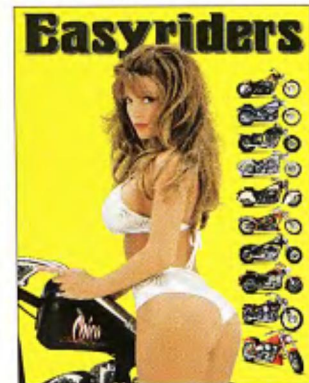
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**EXCLUSIVE:** Our Biggest Daytona Bike Week coverage EVER!

**PLUS:** 32 pages of the Best Babes of '99 from the steamy pages of *Easyriders* and *Biker* magazines.



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Cover photos: Chica's Chopper with awesome April Arikssen by Raiko Hartman; The Top Ten All-American Motorcycle Manufacturers' bikes. Special imaging by Daniel Ferguson.

The next liver-queer'n' issue goes on sale August 3, 2000. Printed in the USA.

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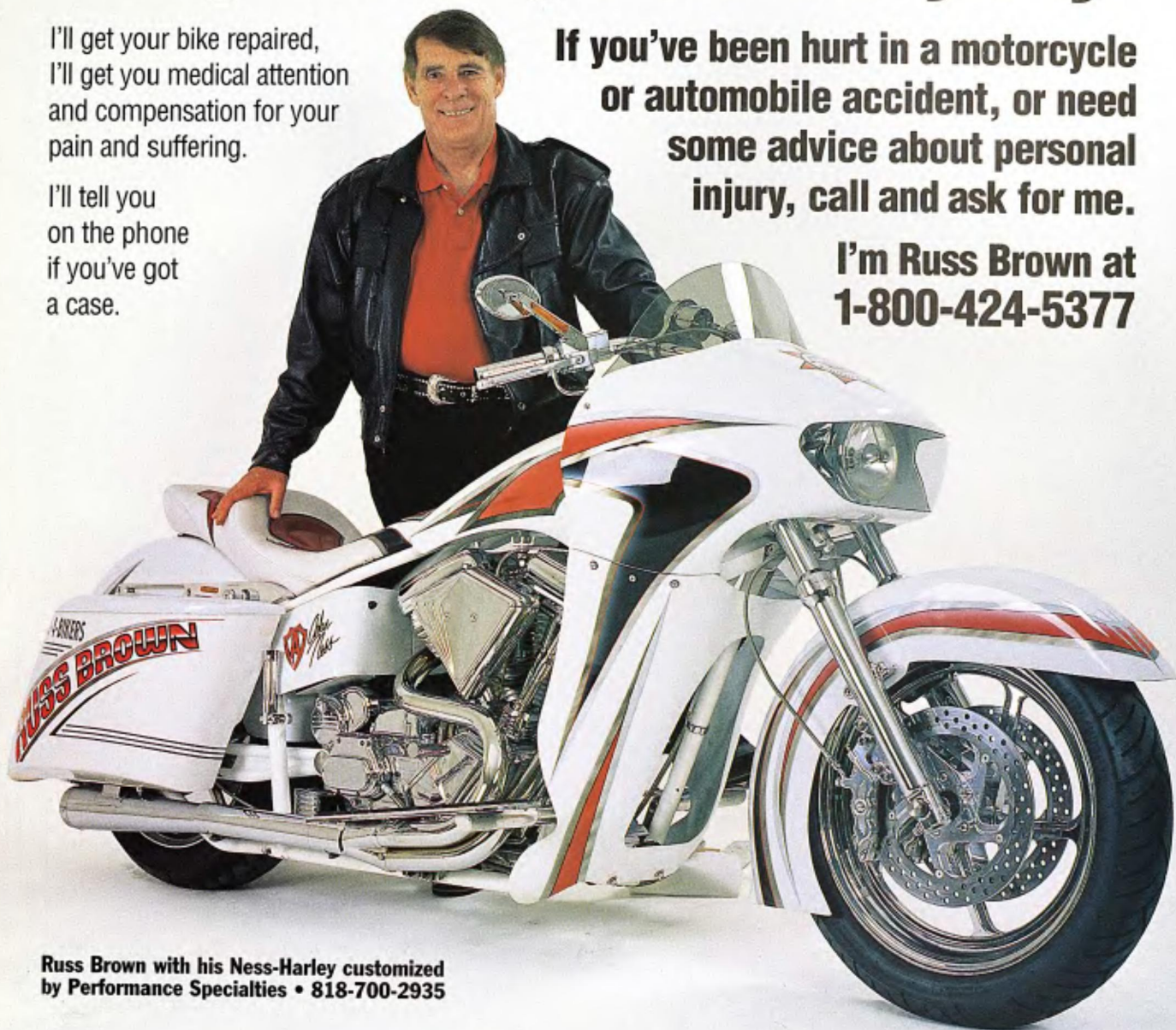
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# WordMonger

## Ireland to Sturgis 2000

Attention everyone living in the western states: There are five of us traveling from Ireland to Denver on August 3 and then driving to Sturgis. We are hiring something with four wheels, as, unfortunately, all bikes have been snapped up and can't afford to ship ours across the Atlantic. OK, we will have to live with that for two weeks.

What we want to know is does anyone have any suggested routes for the second week of our vacation ending in San Francisco on August 18. What route to take, where to stop overnight, any biker friendly pubs, etc., etc.

Any ideas or suggestions are welcome.

Mairead Middleburgh  
 Diamond Road  
 Monkstown  
 County Cork  
 Ireland

## More on Denver's Choppers

When I read "Denver's Choppers" in the April issue, it brought back memories. In fact, it was at Denver's shop in San Bernardino where I picked up my very first copy of *Easyriders*.

The company I drive for had a terminal west of Denver's shop. I had ridden over with a fellow driver ("Moose") to pick up some boat parts, and while Moose and Denver were talking boats, I was drooling over some of the custom bikes including one Denver called "Harley Getter." I also started glancing at an *Easyriders* rag.

When I started to pay for it, Denver said, "Hell, take it—there's some good shit in there."

A month later I went back to get another rag, and the first thing Denver asked was, "Come to get another magazine or look at my woman?"

It was a hell of a shock when Moose told me Denver had perished in an accident. I guess no one knew he was claustrophobic. Now, every time I happen to watch a boat race, see a crash, and watch the rescue squad pull the capsule out, it reminds me that a great person lost his life testing something that would save a lot of other drivers.

So to Mondo, I'm glad to hear you're carrying on a great name, and we all know Denver is enjoying being in the wind and ridin' free.

Mac Pulliam  
 Sheridan, Illinois

Great article about Denver Mullins in your April issue. I used to mold frames for him in the early '70s.

I'm enclosing some photos [below] of my Sportster that I got as a basket case for painting some parts on a guy's car. I did all the paint and frame molding myself. I've never had a bike in a magazine and would consider it a privilege if it appeared in yours.

Steve Coletti  
 Grand Junction, Colorado

Here ya go, Steve.





## We're Sick?

After reading "Wordmonger" in your April edition, I just had to write. The letter from Jean Riggs really hit a solid point. This is a motorcycle rag, yet there is always T&A galore. You guys are sick! I love it!! Maybe she should change her subscription to *V-Twin*. Keep it up-and the check is in the mail for a subscription.

Bruce  
Olalla, Wash.

*Yeah, we're sick but proud.*

## The Real Thing

I can't tell ya how much I love seeing a real woman for a change (May issue: "Rubbertail and Liquor"). What a breath of fresh air. She's beautiful. I sure hope you stay with this policy of real babes and boobs. There's plenty out there—just look a little. If they're a little heavy, great. That's what I like. I can't tell ya how happy I was when I opened the mag this month and found a real girl.

Greg Warberg  
Ventura, California

*We hear ya and that's what we're lookin' for, real bikes and real babes.*

## Indian My Ass

I'm wondering how the advertisements for the new "so-called Indians" can say the legend lives. Bullshit! The legend lived from 1901 to 1953. All the investors did was ruin the legend by putting the original name on this aftermarket bike.

How can you call a motorcycle that has an S&S powerplant, a copy of a Harley tranny, a primary cover that looks like a Harley Softail or Dyna primary cover, etc., etc. an Indian? How about a powerplant, tranny, frame, made by Indian! Now if that isn't a brain fart, I don't know what is.

If you want to own an Indian, buy one that was made from 1901 to 1953—then you'll have an Indian. If you buy a "new" Indian, then you have a yuppie bike!

T-Breaux  
Egan, Louisiana

## Needs Help

I just got a 1970 FLH and wish to restore it to original condition. Who do I contact to find out 1970's colors, tires, etc.?

Needs Help  
Bayville, N.J.

*Call the wizard of antique iron, Mike Egan, at (805) 933-1557.*

## Thumbs Up

Thumbs up on "Tyler" and can you send me the address for Bourget's Bike Works?

N.M. Hvarre  
Amboy, Illinois

*Bourget's Bike Works, 21432 N. Central Ave., Phoenix, AZ 85027; (623) 879-9642.*

## Some Daytona Beefs

Thought I'd vent a little and who better to do it to than *Easyriders*. I was raised in Daytona Beach and graduated from high school there. I've been on two wheels since I could stand up straight. I've attended Bike Week since the early '70s and, my God, has it changed. I'm happy that more folks are finding the enjoyment of riding and I especially like to see more females getting their own rides (nothing sexier than a babe on her own ride). I also appreciate the large amount of revenue generated by this event which helps keep Florida a state-tax-free zone. I plan on retiring from the military there this year. I also understand that many small businesses live on the income they generate at these events, but this is where it goes bad.

Bike Week 2000 was the biggest ever. To some that's great, but let's take a look at who was there. They could have called it mini-van week, as I saw as many four-wheelers as two-wheelers. I believe it is obscene to charge a motorcycle a fee to park. Damn it, this is our freaking holiday! Charge the cars twice as much and move them away. Cars and mini-vans cruise Main Street and US1 more than the bikes do! They drink, get in their four-wheeled bike crushers, and end up causing half the deaths at bike week.

The other fatalities were caused by those who buy bikes and decide Bike Week is the best place to learn how to ride. These are the same bikes that sit in garages 51 weeks a year or are sold two weeks after the event. Bike Week is *not* the place to learn to ride. Their lack of experience causes more accidents than I care to count. In the 10 days I was there my lady and I saw four of these type of accidents.

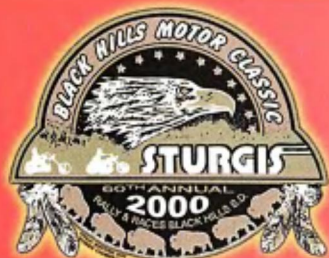
Don't get me wrong. I enjoy these events. I go to Sturgis, Red River Run, etc. But I think this will be my last Bike Week.

Tom Hunnefeld  
Hinesville, Georgia

## APOLOGIES!

Sincere apologies to Lance Krig, the bike owner in "Ridin' With Hoppy" in the May issue, whose name was accidentally misspelled. Lance, you're a king in our book.

—The Easyriders Editors



### The 60th Annual Sturgis Motorcycle Rally Presents The Sturgis Fairground Rally Park Rally Week Schedule

Schedule subject to change.

Saturday, August 5th -

Sunday, August 13th • Opens 9 am  
Motorcycle Trade Show and Beer Tent

Sunday, August 6th • 5 pm  
Extreme Sport Fighting

Monday, August 7th • 5 pm  
Monster Jam (Monster Truck Show)

Tuesday, August 8th • 5 pm  
Legends Cars Racing

Wednesday, August 9th • 5 pm  
PBR (Pro Bull Riding)

Wednesday, August 9th • 7:30 pm  
Wrenchhead.com National Dirt Track Series  
Sanctioned by Formula USA. (This event will be held  
at the Black Hills Speedway in Rapid City.)  
Competitor Info: 817-332-4822  
www.formulausa.com

Thursday, August 10th  
Jackpine Gypsies 1/2 Mile  
Heat Races • 10 am, Main Event • 5 pm  
Competitor Info: 605-347-3418

Friday, August 11th • 4 pm  
Concert - Band thd

Saturday, August 12th • 4 pm  
Concert - Band thd

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# Midnight Flyer

RACHEL  
KUKHAHN'S  
DRIZZLE-  
DEFIANT  
DYNA



We first encountered this one-of-a-kind Dyna at Sturgis last year. It took us awhile to really give the bike a decent look over since its rider, Rachel Kukhahn, is a stunning young woman. If you look up the word dazzling in the dictionary you'll find Rachel's picture. She and her hubby, Kevin, rode up to the Junction Inn where our flick snapper Mike Lichter was gearing up for his annual ride to Wyoming, where he hangs off the back of a pickup truck (that's how we get those cool, low angle riding pics every year). Rachel was such a living goddess that we didn't really take a good gander at her scooter until we stopped under an overpass to get out of a sudden downpour.

The bike started life as a 1999 Dyna Wide Glide, but being that Rachel lives in Enumclaw, Washington, just a stone's throw from Russ Tom's Downtown H-D ... well, let's just say that Russ has a hard time keeping bikes stock. The more you look at this bike, the more you appreciate the attention to detail and the cool

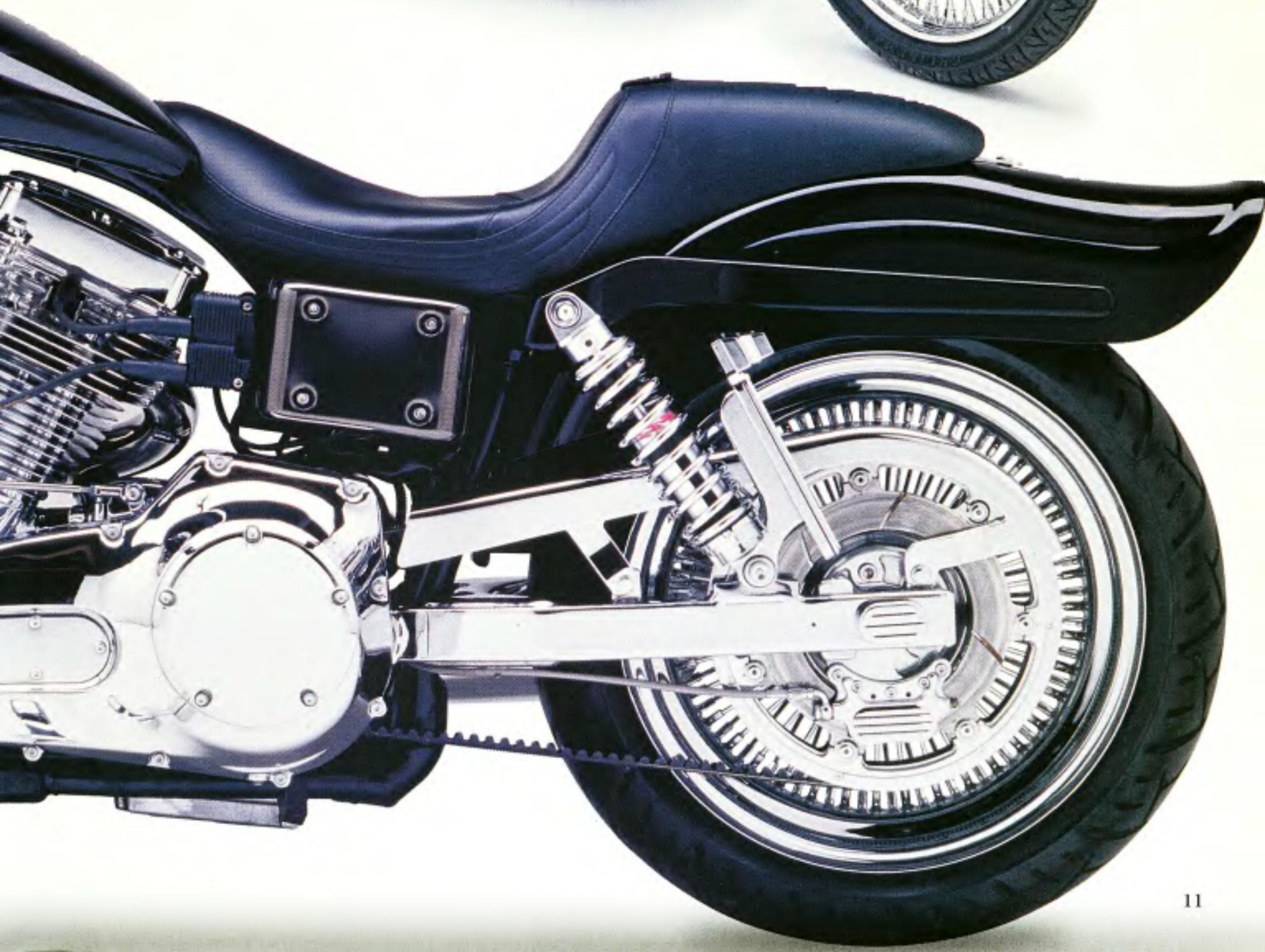
custom touches by Downtown Harley's master builder, Brian Mitchell. Check out the subtle touches of black chrome sprinkled here and there. Nice. Progressive shocks in the rear and two-inch-under tubes up front beneath the Ness triple trees put the bike down low and lean.

The 95-cubic-inch Twin Cam motor sits in a raked Dyna frame, and 10.5:1 compression, an Andrews cam, CR carb, Hooker Header pipes, and a Baker six-speed tranny get this baby down the road pretty damned quick. As with all the customs that come out of DHD, this bike features many one-off, hand-fabricated parts. Handlebar and foot controls, as well as the brakes, are Performance Machine, but most of the rest is one-of-a-kind DHD. From the Avon-huggin' fenders, to the midnight cloak of chrome illusion paint by Kelly Mackie, this is one tasty ride.

Hubby Kevin has been riding all his life, and his bride had been hankerin' to get her own wheels for quite some time. Since the couple own a









greenhouse company, they can pretty much set their own hours, and when summer comes to the rainy northwest you'll find this dynamic duo out on the road to the Cascade Mountain range. Rachel started ridin' her own Harley two years ago and has never looked back. "I oversaw each step of the bike as it progressed," Rachel says. "But once it was finished, I just ride the hell out of it." The Kukhahns take their bikes (Kevin has a blue and white, very nostalgic Road King that also got the DHD treatment) to Sturgis every year as well as other scooter runs such

as Arizona Bike Week and the Love Ride.

"The main thing is to get out there and ride," Rachel told us. "Don't just go bar to bar—experience day trips or weekend rides. Get out there." If you ride up to the Seattle area this summer you might find Rachel and Kevin in the town of Fife on Thursday nights. The locals have a bike night called Taco Thursday and the hot hangout is Planet Hotrod. If this black chrome Midnight Flyer doesn't give her away, just look up "dazzling" in the dictionary.

—Phantom Dave





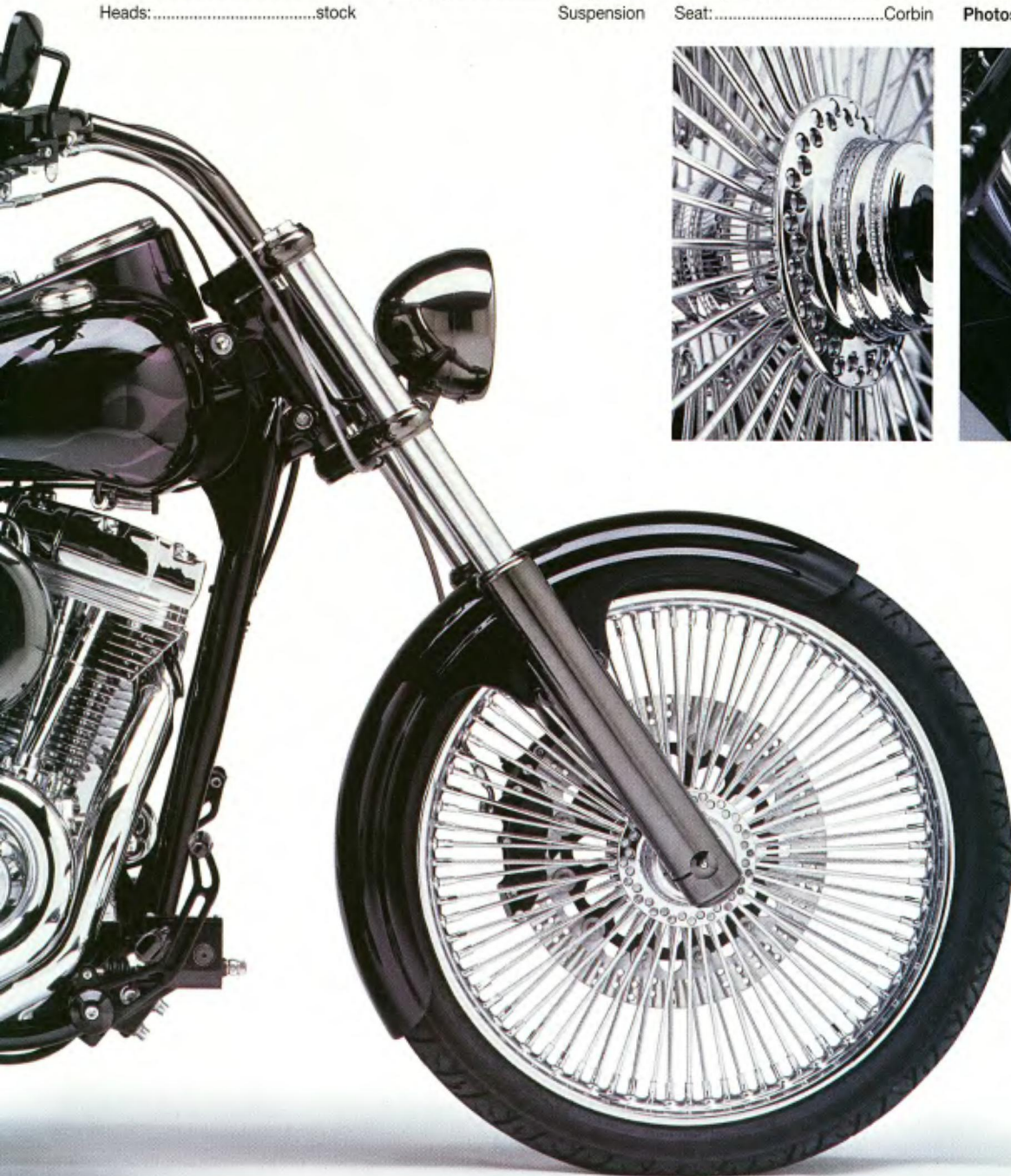
Owner: .....Rachel Kukhahn  
 City: .....Enumclaw, Washington  
**General**  
 Fabrication: .....Downtown  
 Harley-Davidson (DHD)  
 Year/make: .....1999 H-D  
 Model: .....Dyna Wide Glide  
 Assembly: .....DHD  
 Chroming: .....Mech Tech  
**Engine**  
 Year/model: .....1999 Twin Cam  
 Rebuilder: .....DHD  
 Ignition: .....H-D  
 Displacement: .....95 cubic inches  
 Lower end: .....factory  
 Balancing: .....H-D  
 Pistons: .....10.5 : 1  
 Cases: .....H-D  
 Heads: .....stock

Cam: .....Andrews  
 Lifters: .....JIMS  
 Carb: .....CR  
 Air cleaner: .....Zipper's  
 Pipes: .....Hooker Headers  
**Transmission**  
 Year: .....1999  
 Modifications: .....Baker 6-speed  
**Paint**  
 Molding: .....DHD  
 Painter: .....Kelly Mackie  
 Color/type: .....black/DuPont  
 Special paint: .....chrome illusion  
**Frame**  
 Year: .....1999  
 Type: .....Dyna  
 Builder: .....H-D  
 Shocks: .....Progressive  
 Suspension

Modifications: .....38-degree rake  
**Accessories**  
 Bars: .....DHD  
 Handlebar controls: .....Performance  
 Machine  
 Fenders: .....DHD  
 Headlight: .....H-D  
 Taillight: .....H-D  
 Speedo: .....H-D  
 Dash: .....DHD  
 Pegs: .....Performance Machine  
 Electrics: .....H-D  
 Foot controls: .....Performance  
 Machine  
 Gas tank: .....DHD  
 Oil tank: .....H-D  
 Oil system: .....H-D  
 Primary cover: .....stock  
 Seat: .....Corbin

Mirrors: .....H-D  
 Grips: .....H-D  
**Forks**  
 Type: .....wide glide  
 Builder: .....Ness  
 Modifications: .....2 inches under,  
 black chrome

**Wheels**  
**Front**  
 Type: .....spoke  
 Size: .....21-inch  
 Tire: .....Avon  
 Brake: .....Performance Machine  
**Rear**  
 Type: .....radical spoke  
 Size: .....17-inch  
 Tire: .....Avon  
 Brake: .....Performance Machine  
**Photos:** .....Michael Lichter







*"It's such a turn-on to hear you play 'Born To Be Wild' on your armpit!"*



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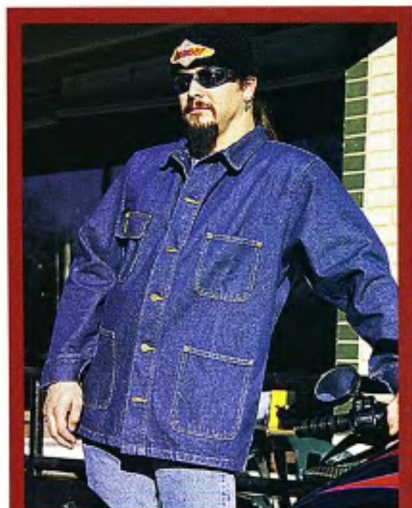






## LIGHT UP THE MEAN STREETS

The "Jackal" headlight from Mean Street Products is one sleek mutha. All Mean Street headlights are made right here in the USA, carved from high-quality billet aluminum, polished to a mirror finish and served in a delightful packing material garnish upon delivery. Natch, they're also available in show chrome finish. Call Mean Street at (915) 592-6887 or visit them online at [www.meanstreetproducts.com](http://www.meanstreetproducts.com).



## STAY DOWN

Once ya get outta the joint ya never want to wear this crap again, but I guess it's trendy to be seen in prison clothes these days, especially if you want to look like Coolio or Three-Pack-Yo-Momma or somethin'. Anyway, Chrome Specialties has these men's work jeans, overalls, shirts and jackets made by prison inmates in eastern Oregon. The ads says, "Prison Blues—made on the inside to be worn on the outside." Call (800) 527-1635 for a free "Street Ware" catalog or visit their Web site at [www.chromespecialties.com](http://www.chromespecialties.com).

## TWIN CAM POWER

Ross Forged Pistons puts out these big bore, high-performance forged pistons for 1999 and later Harley Twin Cam motors equipped with the Screamin' Eagle Big Bore 95-inch cylinder kit. These suckers have a flat-top crown configuration for a 9.3:1 compression ratio when used with the stock shape combustion chamber cylinder heads. The computer-designed pistons minimize piston rock and keep friction to a minimum. Includes Ross Racing Rings. Give 'em a holler at (760) 366-7879.



## FREE RUBBERS

Dewey makes these great-lookin' foot pegs from 6061 T6 billet and they're one inch longer than stock pegs. But wait, there's more. Dewey will send them to ya chromed for the same price and will also make sure you have free replacement rubbers for life. That's a lot of rubbers. Call Dewey's Custom Pegs at (505) 326-5998.

## MAKE YOUR FAT BOB

What, we gotta stop and wait again 'cause your Sportster's out of gas? Well, wait no more. Paughco makes this nifty 4.2-gallon fatbob-style tank for your Sporty. Now you can ride long hauls and look damned good doin' it. Fully pressure-tested, the heavy-duty tank features a left-side rear external outlet for your stock petcock and the whole shebang hooks directly to stock Sportster brackets. Each tank comes in raw steel and includes custom rubber mount brackets. Get one from your local Paughco dealer or call (800) 423-2621.



## GRAB A HOOKER ...

Hooker Headers, that is. The folks from Hooker have come up with this nasty Tuned Flow Two-Into-One exhaust system for 1985 to 2000 Harley dressers. The system features adjustable flow and sound without taking the whole thing apart. One setting of the stainless steel barrel inside the billet retainer produces major performance gains between 2000 and 4000 rpms. Rotating the barrel moves the horsepower curve up for more peak power. Internal pipes are metallic ceramic coated and full-length heat shields keep these babies purdy. Call Hooker Headers at (909) 983-5871.



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Shown actual size of approximately 4" (10.16 cm) high x 5 1/4" (13.34 cm) wide.



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Franklin Center, PA 19091-0001

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I need SEND NO MONEY NOW. I will be billed \$29.95\* when my salt & pepper shakers are ready to be sent. Limit: one set per collector.

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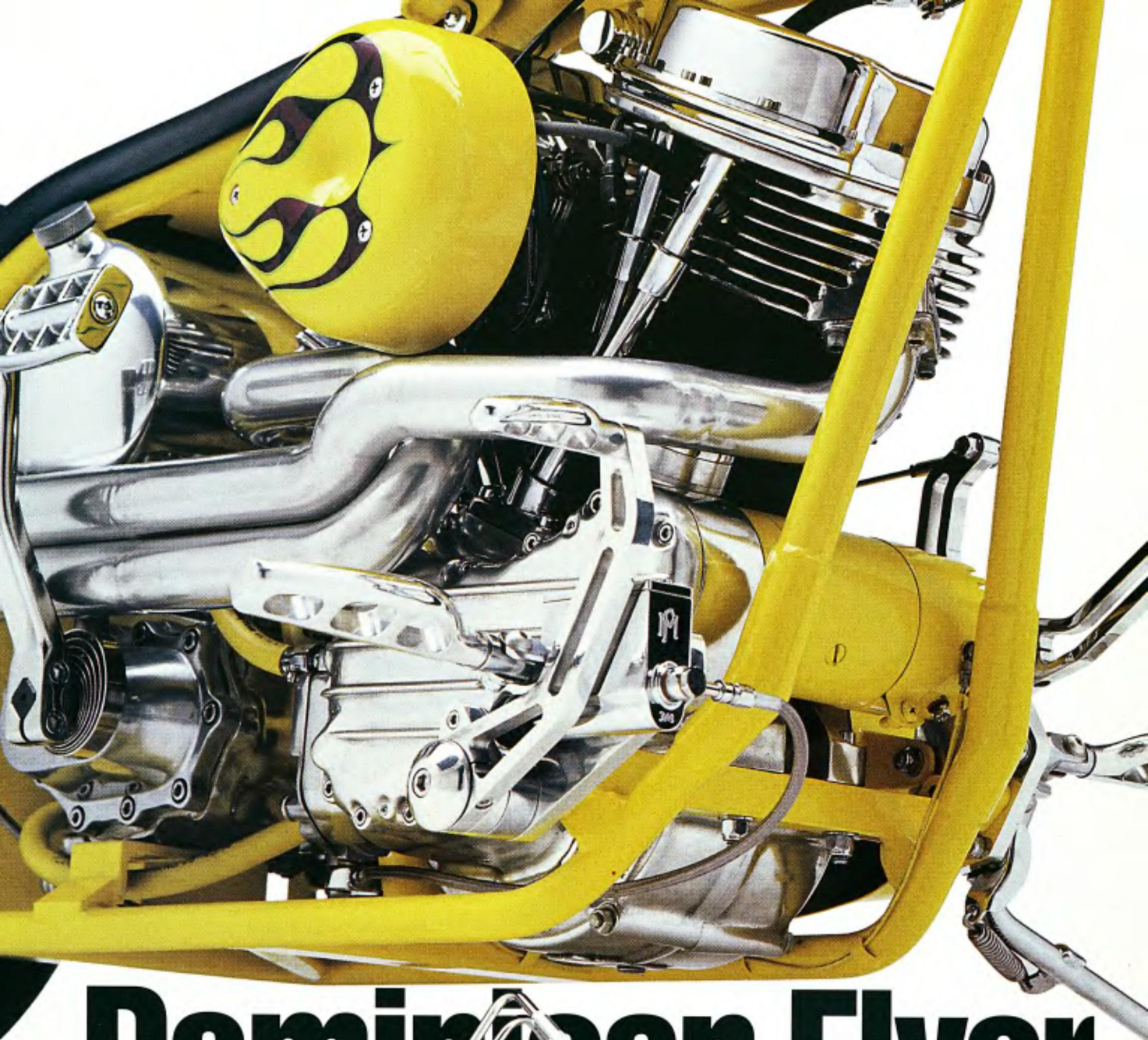
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# Dominican Flyer

FROM PAPER NAPKIN TO REALITY





The seed of this radical chopper was formed in the minds of two boyhood friends almost three decades ago and finally took form on a paper napkin two years ago. Talk about a long gestation period! "Back in the seventies, my best friend, Greg Zack, and I always dreamed about big bore Panheads and how one day, we would build one," says Jacques Charton, the owner of this dream come true.

Fast forward a good 20 years, and the scene is a different one. Greg has since died, and after many years of riding and slowly graduating from rice grinders to Brits and finally to an old Shovelhead, Jacques ended up at the fork in the road most of us eventually come to and where we have to decide how our first custom bike is going to look. He enlisted the help of two friends to come up with this stunning silhouette. "One day, two years ago, I was sitting around with my friends, shooting the breeze. One was the bike's painter, Kirk Taylor, the other was the engine builder, Norman Boeck, and together we started drawing on napkins."







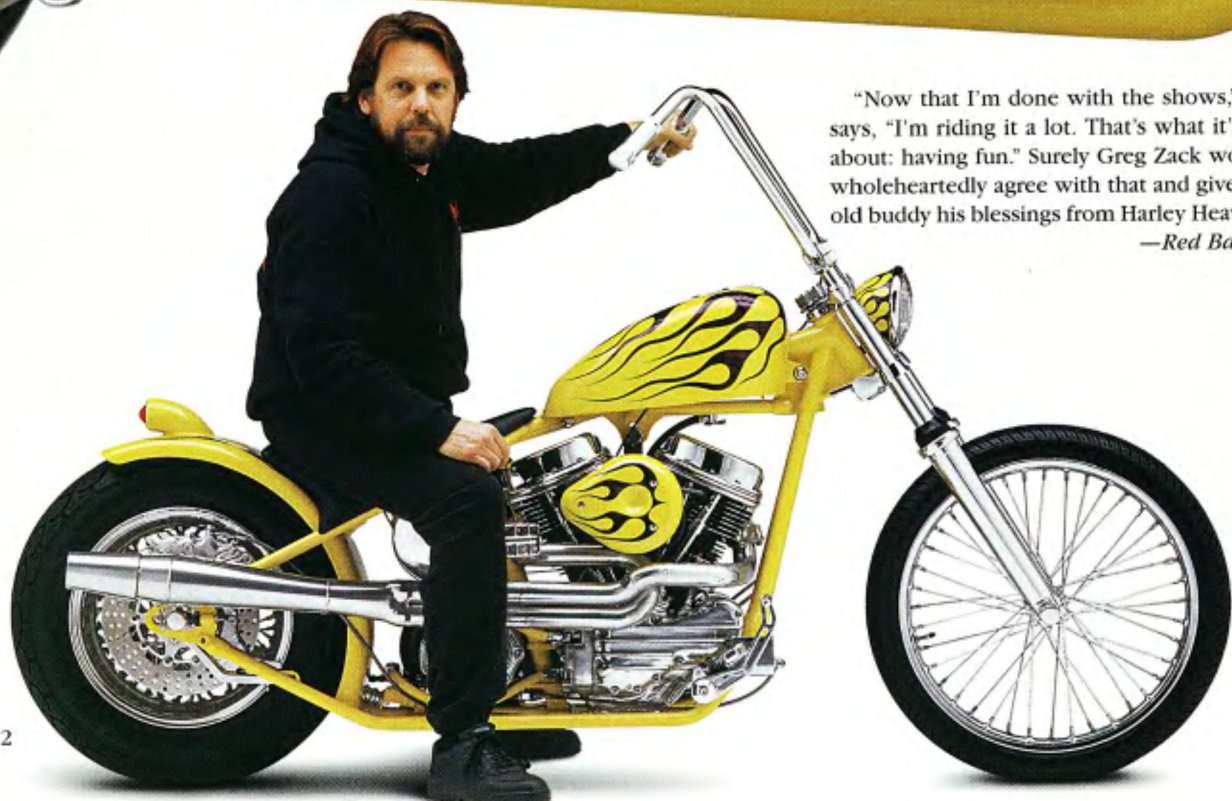
Presumably fueled by several glasses of foamy brew, the trio soon gave birth to what would truly become Jacques' pride and joy. "We built it mostly in my garage," says Jacques of this, his very first ground-up project. "Whatever I couldn't do, or if I just didn't have the right tools for the job, I farmed out to the pros. But everything on this bike was designed by us. And Kirk did an outstanding job with the paint, too. You might not see it in these pictures, but under the flames, he put some skulls and skeletons and such, and in the light it truly looks awesome."

Apparently the judges at this year's Easyriders Bike Show in Sacramento, California, were equally impressed, as the chopper ended up taking home the second prize in the Best Of Show category. But Jacques also ended up going to the big one in Columbus Ohio, where he placed third in the *In The Wind* category. Not a small feat for a beginning builder.

"To me, this bike actually represents the love of the individual, but it takes many individuals to accomplish something like this," Jacques explains.

"A lot of my friends jumped in to help." Even at his job as a facilities director at a nearby Dominican college, his co-workers assisted in various degrees, and as a sign of appreciation, Jacques has placed the trophies he won at bike shows right on his desk. No, they apparently are not going to replace the friars' crosses.





"Now that I'm done with the shows," he says, "I'm riding it a lot. That's what it's all about: having fun." Surely Greg Zack would wholeheartedly agree with that and give his old buddy his blessings from Harley Heaven.

—Red Baron







# Happenings

## ALABAMA

ABATE of Alabama  
Info: (205) 820-9265

Bike-O-Rama Show/Rally  
Date: Aug. 19-20  
Place: Live Oak Landing,  
near Stockton  
Info: (334) 937-7784

## ALASKA

ABATE:  
Anchorage Chapter  
Info: (907) 566-3332

Kenai Peninsula Chapter  
Info: (907) 776-8148

Tanana Valley Chapter  
Info: (907) 457-3246

## ARIZONA

ABATE of Arizona  
Info: (602) 678-4012

MMA of Arizona  
Info: (602) 788-8873

Muddy's Mine Poker Run  
& Motorcycle Show  
Date: Aug. 4  
Place: Wilcox  
Info: (520) 384-3006

## ARKANSAS

ABATE of Arkansas  
Info: (501) 888-5893

Friendship Run  
Date: July 7-9  
Info: (501) 605-0532

## CALIFORNIA

ABATE of California  
Info: (805) 641-2334

MMA of California  
Info: (916) 442-4387

Beach Ride  
Date: July 9  
Place: Ventura  
Info: (800) 696-3727

Summerfest 2000  
Run for Kids  
Date: July 16  
Place: Canyon Cycles,  
Agoura Hills, 9 a.m.  
Info: CJ (818) 865-9644  
jeffmullhollandhwy.net

ABATE Locals 2, 3, 13/  
Vietnam Vets MC Toys  
for Tots Run  
Date: Aug. 20  
Place: Ventura  
Info: (805) 658-7115

Vietnam Vets MC Run  
Date: Aug. 26  
Info: (408) 262-8612

## COLORADO

ABATE of Colorado  
Info: (303) 659-6374

Ladies Run of Colorado  
Date: July 8-9  
Info: (303) 477-6227

Four Corners  
Iron Horse Rally  
Date: Sept. 1-4  
Place: Durango  
Info: (970) 247-0312

## CONNECTICUT

Connecticut Motorcycle  
Riders Association  
Info: (860) 588-6666

Easyriders Rodeo  
Date: July 7-9  
Place: Speedway,  
Waterford  
Info: (800) 962-9857  
www.easyriders.com

## DELAWARE

ABATE of Delaware  
Info: (302) 834-5793

East Coast MAV Ride  
Date: Aug. 6  
Place: Wilmington  
Info: (302) 378-2701

## FLORIDA

ABATE of Florida  
Info: (407) 668-5006

GEORGIA  
ABATE of Georgia  
Info: (404) 294-8900

Dist. 3 Wet & Wild  
Adventure  
Date: July 15  
Info: (404) 294-8900

Dist. 8 Cookout/Pool  
Tourney  
Date: July 15  
Info: (404) 294-8900

Dist. 12 Teddy  
Bear Run  
Date: July 15  
Info: (404) 294-8900

Dist. 1 Fallen Rider  
Memorial  
Date: July 22-23  
Info: (404) 294-8900

ADBA Nitro Classic  
All Harley Drags  
Date: July 22-23  
Info: (404) 294-8900

Dist. 1 All-County Ride  
Date: Aug. 19-20  
Info: (404) 294-8900

Dist. 8 Poker Run  
Date: Aug. 19  
Info: (404) 294-8900

Dist. 12 Poker Run  
Date: Aug. 19  
Info: (404) 294-8900

Dist. 10 Alf Memorial  
Date: Aug. 19  
Info: (404) 294-8900

ABATE Freedom of  
Choice Ride  
Date: Aug. 26-27  
Info: (404) 294-8900

## HAWAII

Street Bikers United  
Info: (808) 842-5530

## IDAHO

ABATE of Idaho  
Info: (208) 345-6231

Idaho Coalition for  
Motorcycle Safety  
Info: (208) 345-6231

ICMS Fun Valley Rally  
Date: July 14-16  
Place: Deer Creek Lodge  
Info: (208) 345-6231

## ILLINOIS

ABATE of Illinois  
Info: (309) 343-6588

Lincolnland ABATE  
Family Picnic/Zoo Day  
Date: July 9  
Place: Springfield  
Info: (217) 544-7954

H.O.G. Run/Bike Raffle  
Date: July 15  
Place: Dant's H-D,  
Princeton  
Info: (815) 875-8350

M/C Parts Extravaganza  
Date: July 16  
Place: Will County  
Fairgrounds, Peotone  
Info: (319) 462-6011

Downed Rider Benefit  
Date: July 23  
Place: Buckhart Tavern  
Info: (217) 544-7954

Belly Buster Run  
Date: July 30  
Info: (847) 392-4411

AMA Flattrack  
Championships  
Date: Aug. 13  
Place: Peoria  
Info: (309) 697-0011

Iron Sleds River Run  
Date: Aug. 19  
Info: (217) 544-7954

## INDIANA

ABATE of Indiana  
Info: (317) 422-8040

Pulaski Co. ABATE  
Poker Run  
Date: July 8-9  
Info: (317) 422-8040

Grant Co. ABATE  
Bike Show  
Date: July 8-9  
Info: (317) 422-8040

Tim Fromme Memorial Run  
Date: July 12  
Info: (317) 422-8040

Orange Co. ABATE  
Poker Run/Hog Roast  
Date: July 15  
Info: (317) 422-8040

Old Hippies Poker  
Run/Pig Roast  
Date: July 15  
Place: Paoli Saddle Club  
Info: (812) 272-3213

Bean Blossom Boogie  
Date: July 20-23  
Info: (317) 422-8040

ABATE Day (Reg. 4)  
Date: July 23  
Place: Columbia Park  
Info: (317) 422-8040

Reg. 3 Vietnam Vets  
Charity Ride  
Date: July 29  
Info: (317) 422-8040

Dubois Co. ABATE  
Big John's Poker Run  
Date: July 29  
Info: (317) 422-8040

Reg. 10 MDA Run  
Date: Aug. 5  
Info: (317) 422-8040

Miami Co. ABATE  
Poker Run  
Date: Aug. 6  
Info: (317) 422-8040

Reg. 13 ABATE MDA Ride  
Date: Aug. 6  
Info: (317) 422-8040

Allen Co. ABATE  
Trikes for Tykes  
Date: Aug. 12  
Info: (317) 422-8040

Starke Co. ABATE  
Young and Old Run  
Date: Aug. 12  
Info: (317) 422-8040

Warren/Fountain Co.  
ABATE Kick-A-Poo Kick  
Date: Aug. 12  
Info: (317) 422-8040

Reg. 12 ABATE  
MDA Band Jam  
Date: Aug. 12  
Info: (317) 422-8040

Indiana MRF Fest  
Date: Aug. 18-20  
Info: (317) 422-8040

Howard Co. ABATE  
Hog Roast/Poker Run  
Date: Aug. 19-20  
Info: (317) 422-8040

Reg. 7 ABATE MDA  
Battle of the Bands  
Date: Aug. 19  
Info: (317) 422-8040

Lawrence Co. ABATE  
Hog Roast/Poker Run  
Date: Aug. 19  
Info: (317) 422-8040

Reg. 12 ABATE MDA Run  
Date: Aug. 19  
Info: (317) 422-8040

Reg. 4 ABATE MDA Ride  
Date: Aug. 20  
Info: (317) 422-8040

Reg. 11 ABATE MDA Run  
Date: Aug. 20  
Info: (317) 422-8040

Reg. 2 ABATE MDA Ride  
Date: Aug. 26  
Info: (317) 422-8040

Reg. 3 ABATE MDA Ride  
Date: Aug. 26-27  
Info: (317) 422-8040

Reg. 5 ABATE MDA Ride  
Date: Aug. 26  
Info: (317) 422-8040

Crawford Co. ABATE  
Hog Roast/Poker Run  
Date: Aug. 26  
Info: (317) 422-8040

Knox Co. ABATE  
Wabash Bash  
Date: Aug. 26-27  
Info: (317) 422-8040

Reg. 6 MDA  
Poker Run  
Date: Aug. 27  
Info: (317) 422-8040

Reg. 8 ABATE  
MDA Ride  
Date: Aug. 27  
Info: (317) 422-8040

Reg. 9 ABATE MDA Ride  
Date: Aug. 27  
Info: (317) 422-8040

## IOWA

ABATE of Iowa  
Info: (515) 858-5001

Half-Mile Flattrack Race  
Date: Sept. 1  
Place: Mississippi Valley  
Fairgrounds, Davenport  
Info: (319) 462-6011

Hillclimb/Swap Meet  
Date: Sept. 10  
Place: Anamosa  
Info: (319) 462-6011

## KANSAS

ABATE of Kansas  
Info: (913) 597-5140

Dist. 10 July Bash  
Date: July 7-9  
Info: (785) 597-5140

Dist. 1 Christmas in  
July Toy Run  
Date: July 22  
Info: (785) 597-5140

KENTUCKY  
Kentucky Motorcyclists  
Association  
Info: (800) 68-CYCLE

LOUISIANA  
ABATE of Louisiana  
Info: (800) 393-5966

## MAINE

United Bikers of Maine  
Info: (207) 884-6284

## MARYLAND

ABATE of Maryland  
Info: (410) 263-9185

ABATE Carroll County  
Motorcycle Exhibition  
Date: July 15  
Place: Sen. Haines Picnic  
Info: (410) 263-9185

Mid-Atlantic Nationals  
Date: July 29-30  
Place: Budds Creek  
Info: (336) 924-2094

ABATE Carroll County  
Scavenger Hunt  
Date: Aug. 6  
Info: (410) 263-9185

AMA Flattrack  
Championship  
Date: Aug. 19  
Place: Hagerstown  
Info: (301) 582-0640

MASSACHUSETTS  
MMA of Massachusetts  
Info: (800) 432-1662

MICHIGAN  
ABATE of Michigan  
Info: (734) 326-5897

Reg. 15 Poker Run  
Date: July 15  
Info: (313) 565-8596

Reg. 1 Pig Roast  
Date: July 22  
Info: (906) 884-2347

Summer Poker Run  
Date: Aug. 5  
Info: (616) 689-0774

AMA Flattrack  
Championship  
Date: Aug. 5  
Place: Lake Odesa  
Info: (616) 642-6500

Easyriders Rodeo  
Date: Aug. 18-20  
Place: Fairgrounds,  
Fowlerville  
Info: (800) 962-9857  
www.easyriders.com

MINNESOTA  
ABATE of Minnesota  
Info: (800) 224-6570

Minnesota Motorcycle  
Riders Association  
Info: (612) 541-1704

Motorcycle Madness  
Date: July 9  
Place: Anoka Fairgrounds  
Info: (612) 786-9050

Summer Party  
Date: July 29  
Info: (612) 786-9050



**ABATE Toy Run**  
Date: Aug. 15  
Place: Starts at  
Rochester H-D  
Info: (507) 285-5443

**MISSISSIPPI**  
ABATE of Mississippi  
Info: (601) 825-4646

**MISSOURI**  
Freedom of Road Riders  
Info: (800) 309-RIDE

AMA Flattrack  
Championship  
Date: Aug. 26  
Place: State Fair  
Speedway, Sedalia  
Info: (660) 826-2925

**MONTANA**  
ABATE of Montana  
Info: (406) 434-2473

Dumas Brothel Run  
Date: Aug. 4-6  
Place: to Butte  
Info: Rudy (406) 723-6128

**NEBRASKA**  
ABATE of Nebraska  
Info: (402) 489-0651

**NEVADA**  
ABATE of Nevada  
Info: (702) 753-8825

Nevada Association of  
Concerned Motorcyclists  
Info: (702) 870-6121

ABATE Rodeo/Bike Show  
Date: July 15-17  
Info: (775) 635-3411

ABATE State Rodeo  
Date: July 21-23  
Place: Jack Creek  
Info: (775) 738-6675  
harleyhd50@hotmail.com

Angel Lake Poker Run  
Date: Aug. 26-27  
Place: Wells  
Info: (775) 738-6675  
harleyhd50@hotmail.com

**NEW HAMPSHIRE**  
N.H. Motorcyclists  
Rights Organization  
Info: (603) 627-3528

Toys for Tots  
Date: Sept. 17  
Info: (800) 94NHMRO  
nhmronews@juno.com

**NEW JERSEY**  
United ABATE of N.J.  
Info: (732) 549-1990

AHRA NJ Nationals  
Date: Aug. 20  
Place: Englishtown  
Info: (336) 924-2095  
www.ahra.com

**NEW MEXICO**  
ABATE of New Mexico  
Info: (505) 585-9789

**NEW YORK**  
ABATE of New York  
Info: (607) 387-3433

Super Sunday Swap Meet  
Date: Aug. 26-27  
Place: Orange County  
Fairgrounds, Middletown  
Info: (860) 355-9771

**NORTH CAROLINA**  
Concerned Bikers Assn.  
Info: (910) 866-5434

Easyriders Rodeo  
Date: July 14-16  
Place: Wilson County  
Fairgrounds, Wilson  
Info: (800) 962-9857  
www.easyriders.com

AMA Flattrack  
Championships  
Date: July 22  
Place: Lowes Motor  
Speedway, Concord  
Info: (704) 455-3200

**NORTH DAKOTA**  
ABATE of North Dakota  
Info: (701) 223-5609

Freedom Riders  
Pre-Sturgis Shakedown  
Date: July 29  
Place: Bismarck  
Info: (218) 233-3713

Angel Tree Rally & Run  
Date: Aug. 26-27  
Place: to Belmont Park  
Info: (701) 642-6041

**OHIO**  
ABATE of Ohio  
Info: (800) 252-4537

Covered Bridge Run  
Date: July 8  
Place: Lebanon  
Info: (513) 934-3896

Reg. 5 Bike/Car Show  
Date: July 8  
Place: Lebanon  
Info: (513) 934-3896

Flattrack Championships  
Date: July 29  
Place: Eldora Speedway,  
Rossburg  
Info: (937) 338-3815

Horrible Hog Saloon  
Sturgis Road Dog Rally  
Date: Aug. 7-11  
Place: 1386-mile poker  
run from Columbia  
Station to Sturgis  
Info: (440) 236-8323

Reg. 5 Wooley Eagle Party  
Date: Aug. 18-20  
Info: (513) 934-3896

Easyriders Rodeo  
Date: Sept. 1-4  
Place: Ross County  
Fairgrounds, Chillicothe  
Info: (800) 962-9857  
www.easyriders.com

**OKLAHOMA**  
ABATE of Oklahoma  
Info: (918) 836-9559

Central OK ABATE  
After the Races Party  
Date: July 15  
Info: (405) 936-7433

**OREGON**  
ABATE of Oregon  
Info: (503) 285-4329

Coos River Run  
Date: July 14-16  
Info: (541) 888-8081

ABATE 21, 2000  
(Adults Only Run)  
Date: July 28  
Info: (503) 760-9015

Beaver Creek Run  
Date: Aug. 11-13  
Info: (541) 563-6526

Portland ABATE  
Chapters Summer Run  
Date: Aug. 18-20  
Info: (503) 760-9015

Chiloquin Bike Rally  
Date: Sept. 1-3  
Info: (503) 285-4329

**PENNSYLVANIA**  
ABATE of Pennsylvania  
Info: (717) 234-3777

Easyriders Rodeo  
Date: July 28-30  
Place: Butler Fairgrounds,  
Prospect  
Info: (800) 962-9857  
www.easyriders.com

Toys for Tots Tornado Run  
Date: Aug. 13  
Place: Scranton  
Info: (570) 342-7499

Vietnam Vets MC  
Campout Party  
Date: Aug. 18-20  
Place: Reed's Gap  
Info: (610) 461-4513

**RHODE ISLAND**  
R.I. Motorcycle Assn.  
Info: (401) 722-1122

Bikers Rights Rally  
Date: Sept. 9-10  
Info: (401) 722-1122

**SOUTH CAROLINA**  
ABATE of South Carolina  
Info: (803) 283-0819

**SOUTH DAKOTA**  
ABATE of South Dakota  
Info: (605) 347-4009

Sturgis Rally & Races  
Date: Aug. 7-13  
Info: (605) 347-4595  
sturgisrallyandtraces.com

ADBA Sturgis Nitro  
Date: Aug. 7-11  
Info: (615) 789-3202

Flattrack Championship  
Date: Aug. 9  
Place: Black Hills  
Speedway, Rapid City  
Info: (817) 596-3352

**TENNESSEE**  
CMT/ABATE of Tenn.  
Info: (615) 883-5024

Nashville Canoe Run  
Date: July 15-16  
Info: (615) 907-0304

CMT/ABATE Little Sturgis  
Date: July 21-23  
Info: (615) 907-0304

Summer Poker Run  
Date: July 29  
Info: (615) 907-0304

AHRA Thunder in  
the Valley  
Date: Aug. 12-13  
Place: Bristol Dragway  
Info: (336) 924-2095  
www.ahra.com

Summer Points Rodeo  
Date: August 19-20  
Info: (615) 907-0304

CMT/ABATE Smokey  
Mountain Benefit  
Date: August 20  
Info: (615) 907-0304

Dickson/Humphrey Rodeo  
Date: August 26  
Info: (615) 907-0304

**TEXAS**  
Texas ABATE Confederation  
Info: www.bdeweb.  
com/abate/

TMRA II  
Info: (512) 459-6777

ADBA Nitro Challenge  
Date: Sept. 16-17  
Place: San Antonio  
Info: (615) 789-3202

**UTAH**  
ABATE of Utah  
Info: (801) 627-1117

Nickel Beer Run  
Date: July 22-24  
Info: Otis (801) 266-0546

Offy's Bikini Bike Wash  
Date: July 30  
Info: (801) 467-2756

Jack Daniel's BBQ Sturgis  
Pit Stop Run  
Date: Aug. 4-5  
Place: Barbary Coast  
Info: (801) 265-9889

Caesar's Devil's Slide Ride  
Date: Aug. 27  
Info: (801) 255-4466

Barbary Coast's Blue  
Moon Run  
Date: Sept. 2-4  
Info: (801) 266-0546

**VERMONT**  
Freedom of the Road Riders  
Info: (802) 325-3507

Peaches 'n' Cream Run  
Date: Aug. 6  
Info: Beth (802) 468-5652

Christmas in Aug. Toy Run  
Date: Aug. 14  
Place: Berlin  
Info: (888) 989-9249

FORR Toy Run  
Date: Aug. 19-20  
Info: Dori (802) 235-9249

**VIRGINIA**  
ABATE of Virginia  
Info: (804) 846-8810

Country Roads Rally  
Date: July 17-23  
Place: Snowshoe  
Mountain Resort  
Info: (877) 987-4337

**WASHINGTON**  
ABATE of Washington  
Info: (425) 643-9675

Victory Tour 2000  
Date: June 1-Aug. 31  
Place: Spokane  
Info: (208) 549-0923

ABATE E. Pierce County  
Independence Run  
Date: July 8-9  
Info: (425) 643-9675

AHRA Pacific Nationals  
Date: July 8-9  
Place: Seattle  
Info: (336) 924-2095  
www.ahra.com

ABATE Nisqually Chapter  
Ride/Prairie Day Parade  
Date: July 20  
Place: Jennee's Bar & Grill  
Info: (360) 458-2247

So. King Co. Chapter  
State Parks Run  
Date: July 22-23  
Info: (425) 643-9675

Grand Coulee Dice Run  
Date: July 29  
Info: (425) 643-9675

E. Pierce Co. Chapter  
Sturgis Deprived Run  
Date: Aug. 12-13  
Info: (425) 643-9675

Olympia Chapter Brass  
Ass Run—500 miles  
Date: Aug. 19  
Info: (425) 643-9675

SW Chapter Mountain Jam  
Date: Aug. 25-27  
Info: (425) 643-9675

To have your event listed, get the info to us at least 3 months in advance. We're as accurate as possible, but dates can change after publication—so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214; www.easyriders.com

Freedom Poker Run  
Date: Aug. 26  
Info: (425) 643-9675

Sagebrush Showdown  
Date: Sept. 2-4  
Info: (425) 643-9675

**WASHINGTON, D.C.**  
ABATE of D.C.  
Info: (202) 546-0953

**WEST VIRGINIA**  
ABATE of West Virginia  
Info: (304) 547-5495

**WISCONSIN**  
ABATE of Wisconsin  
Info: (715) 284-7415

State Party/T&T Riders  
Flattrack Races  
Date: July 14-15  
Place: Clark Co.  
Fairgrounds, Neillsville  
Info: (800) 386-4442  
www.abatewis.org

Jim Thompson Memorial/  
Nisqually River Dart Run  
Date: Sept. 9  
Place: Nisqually Pub  
Info: (360) 458-2247

**WYOMING**  
Wyoming Association of  
Concerned Motorcyclists  
Info: (307) 235-1324

ABATE of Wyoming  
Info: (307) 266-6522

Wyoming Coalition  
of Bikers  
Info: (307) 687-0459

State H.O.G. Rally  
Date: July 14-16  
Place: Rock Springs  
Info: (800) 258-2464

**NATIONAL**  
American Motorcyclists  
Association (AMA)  
Info: (614) 891-2425  
www.ama-cycle.org

Motorcycle Riders  
Foundation (MRF)  
Info: (202) 456-0983  
www.mrf.com

National Coalition of  
Motorcyclists (NCOM)  
Info: (800) 525-5355

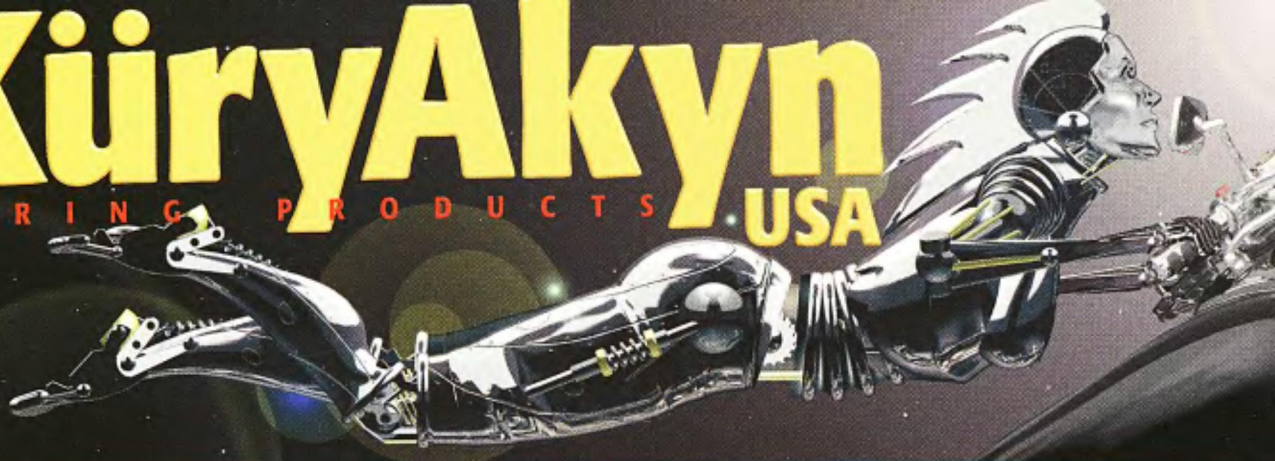
**CANADA**  
British Columbia Coalition  
of Motorcyclists  
Info: (604) 580-0111

**EUROPE**  
Federation of European  
Motorcyclists (FEM)  
Info: 011 32 2 736 9047



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# Easynews

If it's of interest to bikers, we'll print it.

## headliner

### Easyriders/Fender Guitar Winners



Photo: Mike Lichter

To a musician, blatin' on a Fender Stratocaster is probably right up there with blatin' down the road on a Harley. Easyriders is proud to announce the winners of our Fender Guitar Giveaway. Thousands of happy Easyriders Rodeo participants entered our Ring Toss Game at events around the country this year.

Specially customized Fender American Standard Stratocaster Guitars were awarded to: Thomas Earl Fedele of Tidioute, Pa., Tommy Dorthat of Stafford, Va., and Steve Moore of Mt. Perry, Ohio.

Pictured here, Steve's ear-to-ear grin says it all. Rock on y'all.

## racing news

### AHDRA Winner Thomason

Congratulations go out to a friend of all of us here at Easyriders, Gene Thomason Jr., floor control manager at the Harley-Davidson Fleet Center in Marina Del Rey, California, and winner of the AHDRA 1st Place Western Division and 4th Place National titles for some scorchin' drag racing on his 1200 Sporty in the Supersport Class. Gene followed the entire series this year from coast to coast, ending in Las Vegas, Nevada, and kicked some serious butt. Way to go, Gene.

## contest news

### J&P's "Build-a-Bike" Sweepstakes

John Parham and the folks at J&P Cycles are building a custom bike from the J&P catalog just for you. Yep, you could win a killer custom absolutely free by entering the Easyriders/J&P Bike Giveaway. Next month we'll begin the bike build right here in the pages of *Easyriders*. You can follow along as we build your dream scooter. Look for details on how to enter the contest in the September issue of *Easyriders* and look for the finished bike at Sturgis this August!

## rides and runs

### Pure Gold's Gold Rush

August 18, 19, and 20, the weekend after Sturgis, you may want to migrate east with thousands of other riders for Pure Gold's Gold Rush III in Wilmington, North Carolina. The 3rd Annual Charity Bike Show helps support The Duke Children's Miracle Network. Last year, lucky winners in the bike show received a total of \$4000 in cash and prizes and \$6200 was raised for the Duke's Children's Miracle Network.

This year event organizer, Jerry Reid, has spread out the weekend festivities, sponsored by Budweiser and Miller Lite. Representatives will be on hand from rock 104.5 FM, Britt Motor Sports, *Crossroads* magazine, Port City Cycle, Easyriders of Wilmington, Drag Specialties, Custom Chrome, Harley-Davidson, Kawasaki and others. On Friday evening starting at 7 p.m., The Fryed Brothers Band, fresh outta Sturgis, hits the stage at Dockside Dolls (5671 Market St.), Pure Gold's sister club in Wilmington.

The main event takes place on Saturday (Sunday if it rains) at Pure Gold (143 South College Rd.) with another free concert with The Fryed Brothers Band, Tobacco Trailers Blues Band, and the Pure Gold Supreme Team Dancers to keep spectators entertained during the bike show (registration \$25, 12-1:30pm). Best of Show takes home \$500 cash and trophies will be awarded for 1st, 2nd and 3rd places.

Gold Rush's Freedom Ride for charity takes place on Sunday. Sign in starts at Pure Gold at 11 a.m. and pulls out at noon. A \$15 donation gets you a limited-edition Gold Rush Freedom Ride T-shirt and a beautiful 30-mile scenic tour of the coast. The ride concludes with a BBQ lunch.

All in all it's a great way to end a perfect summer. For more information call (910) 452-2228 or (910) 262-1111.

—Contos



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### politics

## A Chilling Reminder

Living in California back in '91, I saw the mandatory helmet law go down. The infamous Rep. Dick Floyd was the one who time and time again submitted his helmet bill for passage until he was finally successful. After passage of his bill, he was interviewed on a local radio station, and his arrogant responses to questions as to what he had accomplished were as follows: "They (the public) believed everything I told them despite the fact that I made a lot of my statistics up. It was a law as far as they were concerned that effects the other guy, not themselves, and most people like to put other people under strict controls. The MRO's had beaten me so many times before they thought it was going to be a piece of cake to continue the habit. I never went away. Now they will wear those helmets forever."

If any of this sounds familiar, it should. In Illinois the same helmet bill is submitted by the same factions in the assembly and is defeated time and time again. Many people speak as if this will be the same for times to come.

These people do not go away, as they have found out in California, Missouri, New York, Pennsylvania, Oregon, and many other states much to their detriment, that the Second Coming of Christ is easier to bring about than a helmet law repeal.

These safety-Nazis are waiting for our political power to diminish, our diligence and indifference to grow, and our guard to drop. They're out there, quietly biding their time, waiting for us to implode so they can cram more restrictive motorcycle laws down our throats. With these people it's not business, it's personal. And if you think it can't happen here in Illinois? You had better think again.

—Ron Carter,  
St. Clair County Chapter,  
ABATE of Illinois

*Note: With the support of ABATE of California, bikers "once again" helped defeat Dick "Helmet Law" Floyd in the recent primary elections, sending him packing for the second time (permanently, we hope, since last time he carpet-bagged into another district and was re-elected) and replacing him with a rider-friendly state senator named Ed Vincent.*



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H-D/Kawasaki of Glendale, 5556 Grand Ave., Glendale

## California

Bartels' H-D, 4141 Lincoln Blvd., Marina Del Rey  
San Diego H-D Co., 5600 Kearny Mesa Blvd., San Diego

## Colorado

Easyriders Denver, 4090 E. Iliff, Denver  
Thunder Mountain H-D, 1303 SW Frontage Rd., Ft. Collins

## Florida

Easyriders Store, 605 Main St., Daytona Beach  
H-D of Miami, 19400 N.W. 2nd Ave., Miami  
Miller's Custom Parts, 1863 S. Ridgewood Ave., S. Daytona  
H-D of St. Petersburg, 5989 Haines Rd., St. Petersburg  
Cycle Lab, 1911 S. State Rd., #7, Ft. Lauderdale  
Heaven Cycle, 7254 S. W. 40th St., Miami

## Georgia

Easyriders Columbus, 3441 Hamilton Rd., Columbus  
Easyriders Atlanta, Units E & F, McDonough  
Easyriders Valdosta, 1747 W. Gordon St., Valdosta  
Rebels Customs, 560 SR 20 Spur SE, Cartersville

## Illinois

Walter's Bros. H-D, 615 S. Maxwell, Peoria

## Indiana

Brandt's H-D, Inc., 1617 S. Wabash St., Wabash  
Easyriders Merrillville, 254 W. 81st Ave., U.S. 30, Merrillville  
Biker's Dream of Indianapolis, 3990 George Town Rd., Indianapolis

## Kansas

Bikers Edge Cycle & Leather, 1210 E. Douglas, Wichita  
Seber's Leavenworth Cycles, 222 Seneca, Leavenworth

## Louisiana

Easyriders New Orleans, 4230 Veterans Blvd., Metairie

## Maryland

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H-D of Washington, 9407 Livingston Rd SE, Ft. Washington

## Massachusetts

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## Michigan

Saginaw Valley Motorworks, 3850 S. Huron Rd., Bay City  
Detroit Motorcycle Parts, 16297 11 Mile Rd., Roseville  
Easyriders Detroit, 120 N. Main St., Mt. Clemens  
Detroit H-D, 25152 Van Dyke, Center Line

## Minnesota

Twin City H-D North, 1441 85th Ave. N.E., Blaine  
Easyriders Minneapolis, 904 19th Ave. S., Minneapolis

## Missouri

Easyriders St. Louis, 14912 Manchester Rd., Ballwin  
Alter Ego Cycle Supply, 4131 N. Brighton Ave., Kansas City

## Montana

Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

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Easyriders Myrtle Beach, 1318 Celebrity Circle CS4, Myrtle Beach  
Easyriders Myrtle Beach, 4019 Hwy. 501, Myrtle Beach

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Easyriders Dallas, 9304 Harry Hines Blvd., Dallas  
Easyriders Houston, 12899 Westheimer, Houston

## Utah

Easyriders Salt Lake City, 1716 S. State St., Salt Lake City

## Virginia

Shenandoah H-D, 2800-C W. Main St., Waynesboro

## Washington

Easyriders Bellevue, 10503 NE 4th Ave., Bellevue  
R&R Motor Inc., 2726 Bldg E Black Lake Blvd., Tumwater  
East Side Harley, 13131 NE 20th/Northrup Way, Bellevue

## Wisconsin

Mischler's H-D & BMW LLC, N. 8063, Hwy. 33, Beaver Dam  
St. Croix H-D, 2060 Hwy. 65, New Richmond  
H-D of Appleton, Inc., 2144 W. Wisconsin, Appleton  
Milwaukee Bike Works 10700 W. Parnell Ave., Hales Corners

*You got it—just make a purchase of \$50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.*

## coast-to-coast

# Biker News

**MICHIGAN HELMET LAW "LEGALLY INVALID":** A legal loophole in Michigan's mandatory helmet law has police baffled. In a legal effort spearheaded by AIM (Aid to Injured Motorcyclists) and ABATE of Michigan attorney Larry "Katman" Katkowsky, nearly 50 district courts throughout the state have ruled that Michigan's helmet law is legally unenforceable because the State Police have not complied with its terms.

Michigan's law requires motorcyclists to wear helmets approved by the Department of State Police. It also requires State Police to promulgate regulations pursuant to the state Administrative Procedures Act "to implement the statute." In Freedom of Information documents, Katkowsky discovered that this had never been done. State Police admitted to not having approved any helmets since the '70s and to issuing "guidelines" in lieu of properly promulgated rules—all this in clear violation of the law.

"This law has been in effect for years. No one, to our knowledge, ever even caught this. This is something recently caught by an attorney," said Chief Emery Price of the Westland Police Department.

Westland police and other jurisdictions have reluctantly sent memos to their officers advising them not to pull over bikers who are not wearing helmets because, according to the court rulings, it's against the law.

Some departments, including the State Police, are asking motorcyclists to please wear helmets, despite what they're calling a "legal loophole of disastrous proportions."

The State Police are now taking steps to publish legal regulations pursuant to Michigan's APA. Mr. Katkowsky advises that they may still be goofing up the process. Stay tuned.

**SPEAKING OF HELMET LAWS,** congrats to Kentucky motorcycle rights activists for repealing the health care insurance requirement for riders 21 and older. In 1998, Kentucky repealed its helmet law, but in order to ride free motorcyclists had to accept a compromise requiring them to carry proof of a minimum of \$10,000 in medical insurance and to display a sticker purchased from the state.



But on April 5, Governor Paul Patton signed HB-619 to remove the health insurance requirement (effective July 15, 2000).

A victorious and jubilant Jay Huber, President of the Kentucky Motorcycle Association/KBA announced, "The KMA/KBA did exactly what we sought out to do and did it in the manner that worked best for our situation ... HB 619 removes the provisions requiring health insurance for motorcyclists to ride without a helmet, basically getting rid of the no helmet sticker requirement and the exorbitant fines associated with it."

Mucho kudos on a job well done!

#### INTERNATIONAL LANGUAGE OF OPPRESSION:

On March 30, Italy began enforcing a new traffic law making it illegal to ride a scooter through the streets with the wind in your hair, like Audrey Hepburn and Gregory Peck did in the classic film *Roman Holiday*. But just like here in America, if you ask an Italian rider what they think of their new helmet law, you'll get a mouthful.

"They're ugly, uncomfortable, and cumbersome. Plus, they ruin your hairdo, block your vision, prevent you from talking on your cellphone and make you look like Robocop," were some of the responses reported by the Associated Press (AP).

While Italy already has a helmet law for motorcycle riders, scooters and mopeds were previously exempt from the lid law.

Two-wheeled transport is prevalent in this country of 57 million, where nine million citizens ride scooters and motorcycles.

**"SMART" BIKE:** We've all heard of the so-called "smart" cars of the future that will be able to drive you hands-free and accident-free to your pre-programmed destination, but now comes word from England of a high-tech motorcycle with motion and crash sensors, vehicle security, telecommunications, pro-active tracking, pro-active routing and Internet access!

In the event of an attempted theft, accident or emergency, a central monitoring station is alerted and an immediate response by emergency vehicles is dispatched to the exact location of the bike.

Called the Skamp Motorbike Telematics, the manufacturer anticipates U.S. sales in excess of 50,000 by the end of 2003. Look for a chopped and bobbed Skamp right here in the pages of *Easyriders* real soon (yeah, right!).

—Bill Bish, NCOM

#### motorcycle basics

## Harley's New "Rider's Edge" Training Courses

Fascinated by the excitement of motorcycling, but not sure where to begin? Introducing "Rider's Edge—The Harley-Davidson Academy of Motorcycling. Designed specifically to meet the needs of novice riders, the Rider's Edge New Rider Course is rolling out at local H-D/Buell dealerships around the country. H-D has been working with the National Association of State Motorcycle Safety Administrators (SMSA) and with individual administrators to ensure the Rider's Edge Course will complement existing state motorcycle safety programs.

Select Harley-Davidson/Buell dealers in Alabama, Georgia, Louisiana, Nevada, New Mexico, New York, Wisconsin, and several other states are preparing to begin offering the Rider's Edge New Rider Course over the coming months. Courses have already begun in Las Vegas and Albuquerque. By the end of the year, up to 40 dealerships could be set up to offer the Course.

"We're taking a more active role in rider education to help ensure the future vitality of motorcycling," said Jeff Bleustein, Harley-Davidson Chairman and CEO. "While many Harley-Davidson and Buell motorcycle dealers have been involved in rider training for years, the Rider's Edge New Rider Course marks a new level of participation."

The New Rider Course uses the proven curriculum of the Motorcycle Safety Foundation's (MSF) Motorcycle Rider Course, and all Rider's Edge instructors are MSF certified. The training motorcycle used is the cool new single-cylinder Buell Blast.

For more info on Rider's Edge courses call (800) 588-2743 or check out the Web site at [www.ridersedge.com](http://www.ridersedge.com).

—Phantom

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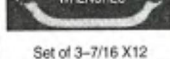
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3 for \$70.

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BOLT & BASE NUT  
WRENCHES



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• 9/16 X 5/8 • 11/16 X 3/4  
HB-1 \$9.95 set



Includes Speedo, 2-1 or 1-1 Key-Switch  
Dash Base and Dash Mounting Plate

SP-36 Cateye  
SP-25 2 Light  
SP-40 3 Light  
\$99.95

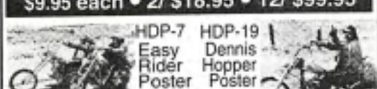
SP-74 FL  
\$139.95

S & S "Super E" Kit  
includes Chrome  
Air Cleaner

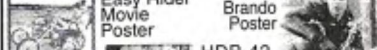


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\$299.95  
specify year  
& model

\$9.95 each • 2/ \$18.95 • 12/ \$99.95



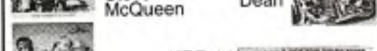
HDP-7 Easy Rider Poster  
HDP-19 Dennis Hopper Poster



HDP-8 Easy Rider Movie Poster  
HDP-12 Marlon Brando Poster



HDP-42 Barney Fife 22"X34"  
HDP-36 Marilyn Monroe/James Dean



HDP-26 Steve McQueen  
HDP-14 Wild One

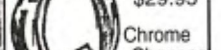


HDP-41 Jimmie Hendrix

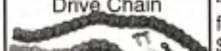
Forward Mount Brake



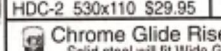
SP3-1970-Up Big Twin \$79.95  
SP3-with Chrome MasterCylinder



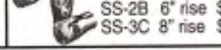
L-6 \$29.95  
Chrome Chopper Head Light



Drive Chain  
HDC-1 530x106 \$27.95  
HDC-2 530x110 \$29.95



Chrome Glide Risers  
Solid steel will fit Wide Glide & Springer front ends. 1" bars



SS-1A 4" rise \$64.95  
SS-2B 6" rise \$64.95  
SS-3C 8" rise \$69.95

AS-11 \$14.95

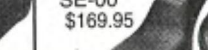


Goggles

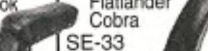
Engine Stand \$29.95



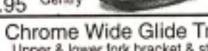
T-9 Big Twins  
T-10 Sportster  
TS-1 Tranny Stand \$29.95



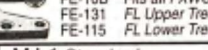
Flatlander Seat  
SE-00 \$169.95



specify year & model  
Flatlander Cobra SE-33 \$179.95  
Corbin Gentry Skirted \$199.95

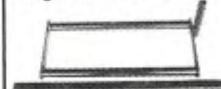


Chrome Wide Glide Triple Trees  
Upper & lower fork bracket & stem assemblies which may be installed on all 4-speed Big Twin & Softail® models 1949 to present.

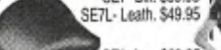


FE-10 Fits all FLH's 1949 to present \$199.95 set  
FE-10B Fits all FXWG 1977 to 1987 \$199.95 set  
FE-131 FL Upper Tree only \$99.95  
FE-115 FL Lower Tree only \$119.95

Single Lift 0030 \$59.95



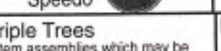
SOLO SEAT (9"X12") (Lg 15"X13")  
SE7-Bk. \$39.95  
SE7L-Leath. \$49.95



SE9-Lg. \$59.95  
SE9L-Lg. Leath. \$79.95



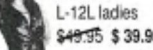
D-512 Specify 2:1 or 1:1 ratio \$49.95  
Big Twin Speedo



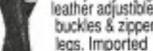
SU-5 Chrome Tear Drop Style Air Cleaner \$29.95



Leather Vest S, M, L, XL L-12L ladies \$49.95 \$39.95



Leather Chaps Heavy duty top grain leather adjustable buckles & zipper legs. Imported XS, S, M, L, XL L-32L \$29.95 \$69.95



BR-9 \$24.95



Oil Pressure Gauge

PRIMO Belt Drives



1937-64 \$299.95  
1965-84 \$324.95

Chrome FXWG Front End Dual Disc



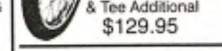
These front ends are a direct replacement for FXWG models. Stock length FXWG 1980-83  
Polished lower legs FI-3 \$499.95  
Chrome lower legs FI-3C \$749.95

ROLLING WIDE GLIDE FRONT END



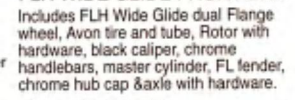
With polished lower legs WG-1A \$1,165.95  
With chrome lower legs WG-1C \$1,299.95  
With Stainless Steel Brake Lines & Tee Additional \$129.95

FRONT END INSTALLATION KIT  
Installation kit for stock or Jammer front ends. Includes bearings (2), upper & lower dust shields, top nut, locktab & acorn crown nut, fork oil 16oz.



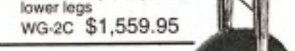
FE-010 \$39.95

FLH WIDE GLIDE FRONT END



Includes FLH Wide Glide dual Flange wheel, Avon tire and tube, Rotor with hardware, black caliper, chrome handlebars, master cylinder, FL fender, chrome hub cap & axle with hardware.

WG-2A \$1,395.95  
With chrome lower legs WG-2C \$1,545.95  
With GMA master cylinder & GMA caliper & polished lower legs WG-2C \$1,559.95



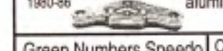
WT-574 \$299.95  
FL-1949-84 FXWG-1980-86

MJ-1 Standard 16" V-Lift with 4 ton bottle jack \$169.95\*



\*Does not include Shipping

Legends USA Billet Triple Trees aircraft quality 6061 billet aluminum



Green Numbers Speedo 1948-'61 GN-2B 210 \$49.95 ea. \$29.95 ea.



Rev-Tech 4-Speed Transmission 062150 \$1295.95



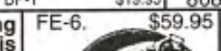
5 Sp. Transmission TRA-15-FXR \$1295.95  
TRA-12-Softail \$1295.95



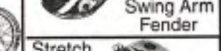
ORIGINAL POLICE STYLE WINDSHIELD for 4-speed FL models 1949-84 Part# WS-1 \$119.95



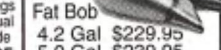
Oil Cooler 8080C Sleek Aluminum \$59.95



DP-1 \$19.95



8080P Polished \$69.95

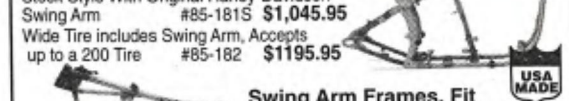


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Custom Rigid 2" Stretch #170250 \$579.95  
Wide Rigid 34" Rake, 4" Stretch, Accepts up to a 200 Tire #85-183 \$749.95  
Stock Style Sportster Rigid 1957-'81 #170261 \$579.95

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Stock Style With Original Harley-Davidson Swing Arm #85-181S \$1,045.95  
Wide Tire includes Swing Arm, Accepts up to a 200 Tire #85-182 \$1195.95

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5-Speed Stock Style #S-147-5 \$799.95

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\*Frame • Jammer Dual Disc Wide Glide with polished legs • Chrome 21" Dual Flange Wheel Front • Chrome 16" Dual Flange Wheel Rear • Axle Kits in Chrome • 5 Gal. Flatside Tank RC-11 \$2099.95

Wide Tire Starter Kit FXST-Softail\*\*

\*Wide Tire Frame • Wide Tire Rear Section • Axle Kit • Axle bolt Kit • Swing Arm Bearings and Retainers • FXWG Dual Disc polished • 5 Gal. Flatside Tank RC-12 \$1995.95

Wide Tire Chopper Style FXST Kit\*\*

\*Wide Tire 34" Rake, 2" Stretch Frame • Wide Tire Rear Section • Axle Kit • Axle bolt Kit • Swing Arm Bearings and Retainers • FXWG Polished Dual Disc \*Widgide • 5 Gal. Flatside Tank RC-13 \$1649.95

Wide Tire Rigid Kit\*\*

\*4 or 5 Speed Wide Tire Frame • FXWG Polished Dual Disc Wideglide • 5 Gal. Flatside Tank RC-14 \$1499.95

Wide Tire Rigid Chopper Style Kit\*\*

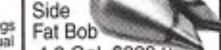
\*4 Speed Only Evo., Shovel, Pan Frame • FXWG Polished Dual Disc Wideglide • 5 Gal. Flatside Tank RC-15 \$1249.95

\*Motor & Tranny Offset Kit Available for an Additional \$119.95. Springs Can Be Added to All Above for an Additional \$400.00 w/o Shock, \$500.00 w/ Shock. 1 Frame Sold Separately

FE-6. \$59.95



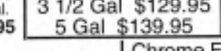
Stretch Flat Side Fat Bob 4.2 Gal \$229.95 5.0 Gal \$239.95



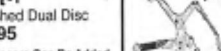
Flat Side Fat Bob 3 1/2 Gal \$129.95 5 Gal \$139.95



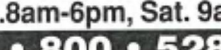
Chrome Forward Controls Big Twin 1936-85 Sportster 1954-90 \$249.95 XL1991up \$274.95



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two-wheeled tidbits

## Spanning the biking globe...

**Hong Kong:** Radica Games Ltd. has entered into an exclusive worldwide licensing agreement with Harley Davidson for the rights to market H-D brand electronic hand-held products. The line, which included an interactive game operated by toy handlebars, claims to simulate the H-D experience right down to maneuvering the curves and bumps in the road. The player will be as close to feeling like he or she is riding an H-D as one can get without actually riding one.

**Phoenix:** Titan Motorcycle Co. has made an agreement with Fender Musical Instruments to produce a limited edition motorcycle-guitar set. The Strat-O-Cruiser is a custom designed 1835cc high-performance bike equipped with a Fender Stratocaster-style guitar, leather holster, and Fender amp. Sales started January 20, 2000.

**San Francisco:** An investment bank analyst issued an outlook on the motorcycle industry, including the trends for 2000: The heavyweight motorcycle industry is enjoying astounding growth around the world, including a recorded U.S. registration growth of 25 percent in 1999.

**Oklahoma:** Ridley Motorcycle Co. has increased production of its Speedster V-Twin 3/4-scale motorcycle, which has been oversold since its debut. The bike has a 570cc "automatic" engine, generates 25 hp, and weighs in at 225 pounds.

**Sydney, Australia:** Harley-Davidson has signed a deal with the Sydney Olympic people to provide bikes for official use during this year's Games. You'll see over 100 of its motorcycles throughout the 100-day torch relay. That's a killer 16,000 km run over some of that country's roughest terrain. The bikes will also be at Olympic sporting events like the grueling triathlon. Harley will also supply 154 bicycles, 60 ATVs and 15 scooters for the Games.

**London:** Bike sales are way up in England, mostly from commuters switching from cars to bikes. Motorcycle sales in 1999 hit their highest level in 17 years.

—Gunny, Oregon AIM Chief of Staff



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Sturgis Bike Week

August 7 - 13, 2000

Main Street SpyCams

[www.sturgisrally.net](http://www.sturgisrally.net)

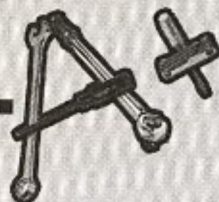
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mechanic

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## news and views

## Stray Parts

**BUREAUCRATIC ILLOGIC**—Here's a quick common-sense conundrum posed by Daniel Stout in ABATE of Georgia's monthly newsletter: "During the month of April 1998, some friends of mine and I were driving along a city road in my '86 Volkswagen Jetta. A police officer pulled us over and issued me a warning. He stated that it was illegal to wear a helmet while driving a car, because it impairs hearing and vision. So here's my question: If a helmet impairs hearing and vision, then why is it *required* for motorcycle riding?" Jeez, Daniel, that's an easy one—maybe because a lotta cops get a woodie by harassing us?

**THAT REMINDS ME. FROM THE RECURRING-IDIOTIC LEGISLATION DEPARTMENT:** It was way back in the August 1993 issue of our sister rag, *Biker*, when I first reported on the ludicrous "boner ban" that had been proposed by one John Antaramian, the then-mayor of Kenosha, Wisconsin. Hizzonor's ordinance, if it had passed, would've actually outlawed "covered male genitals in a discernibly turgid state." Erections, in other words. But lest you think this degree of regulatory insanity was a singular instance of one isolated zealot's brain flatulence, I today direct your attention to, apparently, an Antaramian fellow brother-in-fist: Mississippi State Senator Tom King. King reportedly has tried to update the Southern definition of nudity to include (and note the identical language here) "... the showing of covered male genitals in a discernibly turgid state"

(What the hell, do all these limp-noodled yoyos attend the same tent-revival meetings?) The measure, mercifully, was tabled—at least until it rears its (ahem) ugly head again. We'll keep you posted.

**WERE YOU ONE OF LUCKY AMERICANS WHO IN MARCH GOT ISSUED THE CENSUS 2000 LONG FORM?** You know, the one that demanded, under penalty of federal law, that you provide Big Brother with such vital, national-infrastructure information as, say, how many times you wipe your heinder after taking a healthy dump. Naw, they didn't send me one either, but while tracking the resultant hubbub during the following month, I kept hearing and reading updates from various government spokespeople announcing that such-and-such percentage of the public had so far complied with the latest census. Hmm... okay, so I have one simple question: If the purpose of the census truly is to determine our precise population numbers, then how the hell did the feds arrive at all those percentile figures *before the count was even completed?*

**WANT TO KNOW HOW TO TELL IF SOMEONE IS LYING THROUGH HIS TEETH?** Then dig this: the most visually accurate way to spot a flat-out liar is simply to watch the color of his nose closely. The reason? Seems that when you're really slinging the bullshit, your honker turns a noticeably deeper shade of red due to its erectile tissue (hey, don't ask me; I'm just reporting what it says here) becoming engorged by blood. So, lemme see—am I the only one in the room who's immediately reminded of a certain

current U.S. President who has habitually sported a bright-red schnozzola since slithering into office? (Of course, that probably depends on what your definition of "slither" is.)

**SPEAKING OF BALDFACED TRAITS, I'M NOW SERIOUSLY CONSIDERING FINALLY SCRAPING A RAZOR ACROSS MY HAIRY MUG.** My sudden motivation to weed-whack my longtime facial growth comes from a startling consumer report I stumbled across, namely: The average mustachioed beer-drinker loses out on approximately 20 dollars' worth of precious brewski per year, due to his lip carpet's wicking-away action as he's chugging 'em down. Jeez, if that's the average figure, then it must be costing us typical scooter jockeys at least a C-note or two per calendar. (Now, where'd I put that old can of Barbasol?)

**IT'S TIME FOR ME TO WRAP UP THE MONKEY UNTIL NEXT MONTH, TROOPS, BUT FIRST,** here are the latest revelations on cagers' customarily bad driving habits and distractions. According to the latest poll of auto drivers:

- 62% fiddle around with the radio/CD player
- 57% eat while driving
- 44% try to pick up items off the car floor
- 32% frequently write something down
- 29% regularly yak away on cell phones
- 17% brush their hair
- 10% of women apply makeup

And my personal favorite: 3% of these bozos actually put in their contact lenses or apply eyedrops while steering merrily along. You've been warned—watch your ass.

—Savage

## investment news

## Two-Wheeled Investor

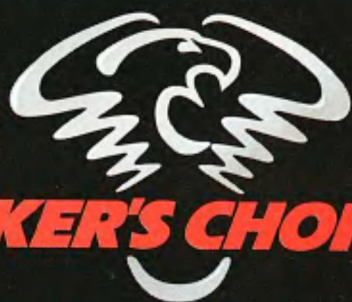
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| SYMBOL | COMPANY             | DATE PUBLIC | LAST QUOTE | DATE    | 52-WEEK HIGH/LOW |
|--------|---------------------|-------------|------------|---------|------------------|
| BIKR   | BIKERS DREAM        | 1997        | 0.625      | 5/12/00 | 3.75 - 0.50      |
| EZR    | EASYRIDERS, INC.    | 1998        | 1.063      | 5/12/00 | 2.00 - 0.62      |
| BIGX   | EXCELSIOR-HENDERSON | 1996        | N/A        | 5/12/00 | N/A              |
| HDI    | HARLEY-DAVIDSON     | 1986        | 41.938     | 5/12/00 | 46.62 - 22.53    |
| PII    | POLARIS/VICTORY     | 1996        | 30.125     | 5/12/00 | 45.68 - 25.56    |
| TMOT   | TITAN MOTORCYCLES   | 1998        | 1.438      | 5/12/00 | 5.00 - 0.87      |

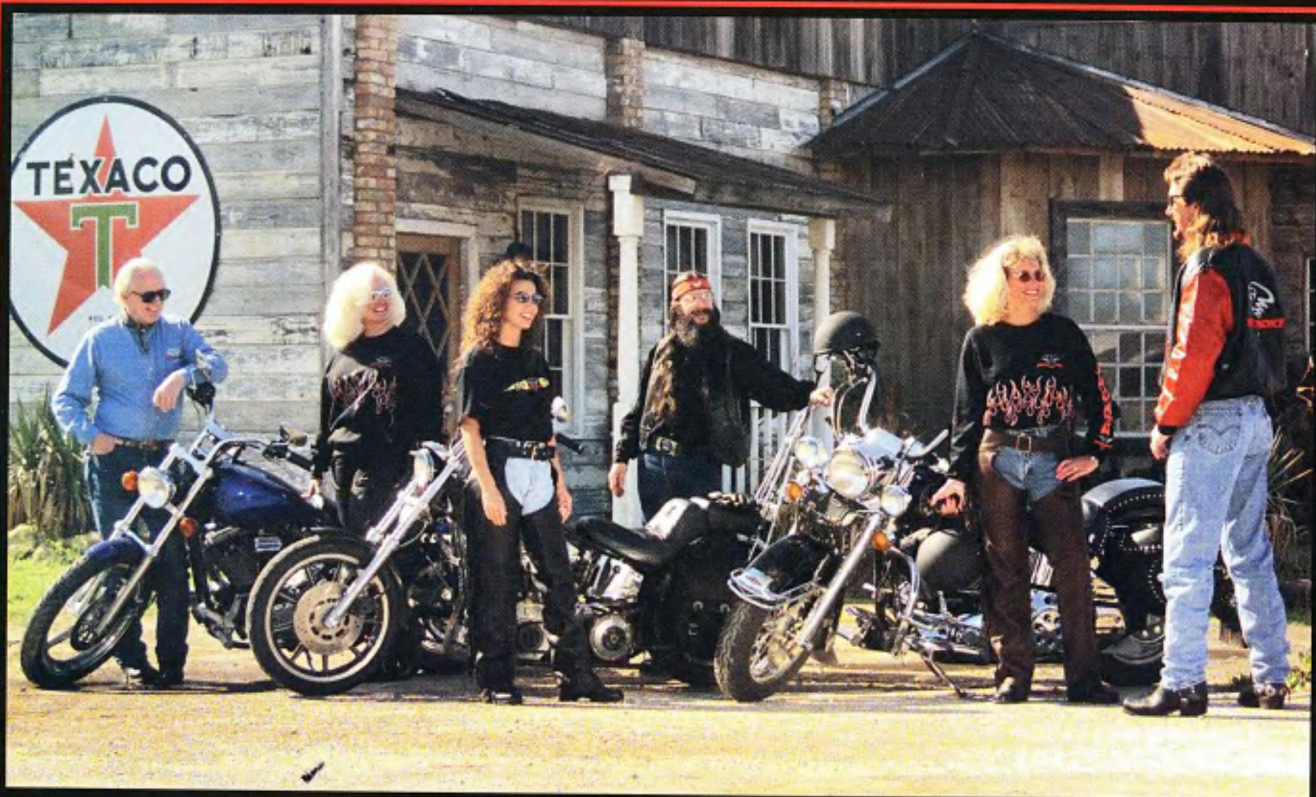
JAF 1155.15.16... AMEX.WELCOMES.EASYRIDERS.INC..EZR SPY  
 58.5.16...11.30 A.H...NYSE.MKT.DN CTS..NYSE.IDX 522.78



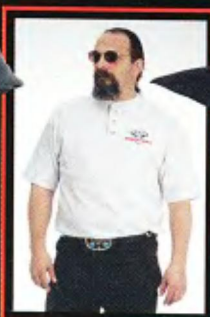
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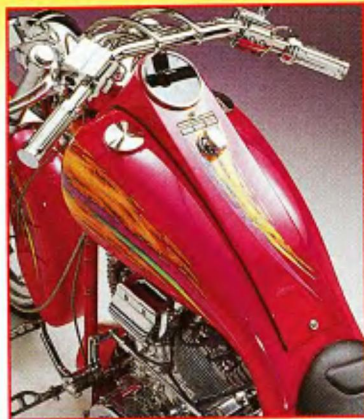
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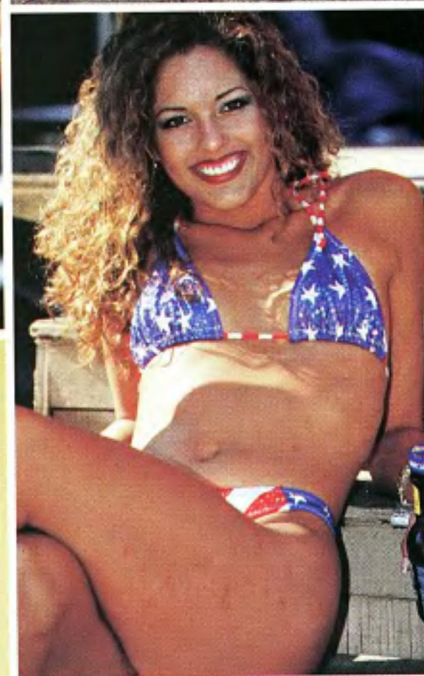
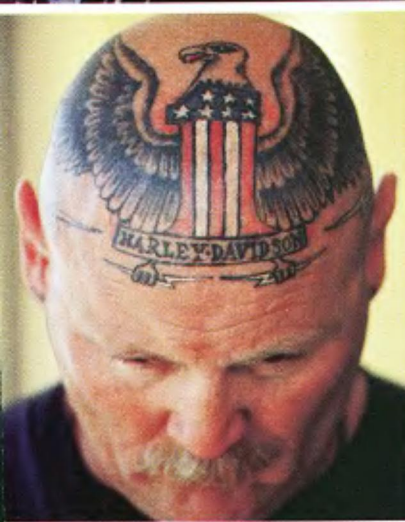
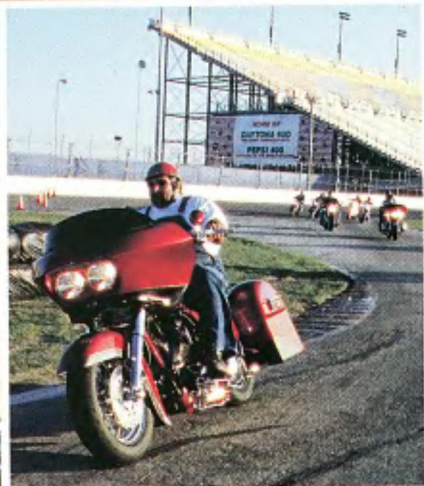
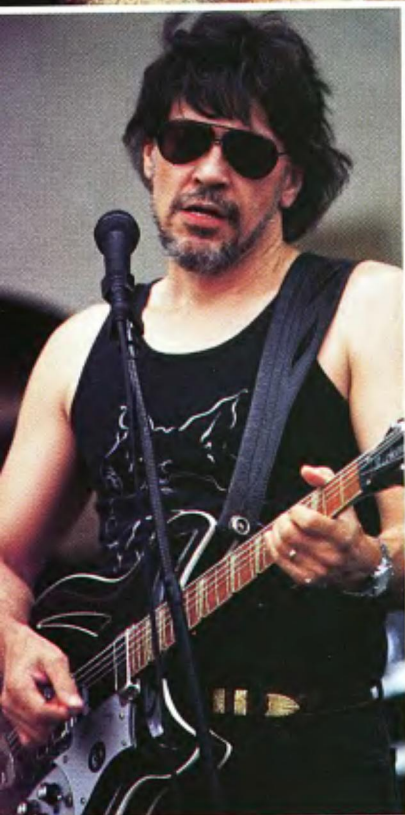


# DAYTONA 2000

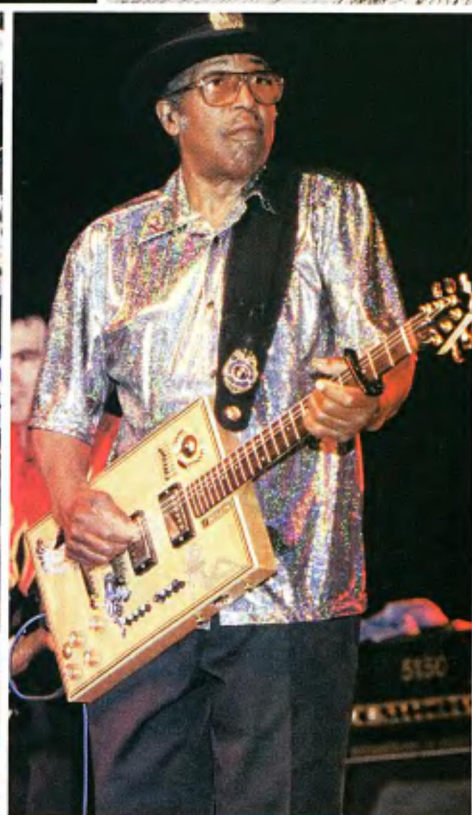
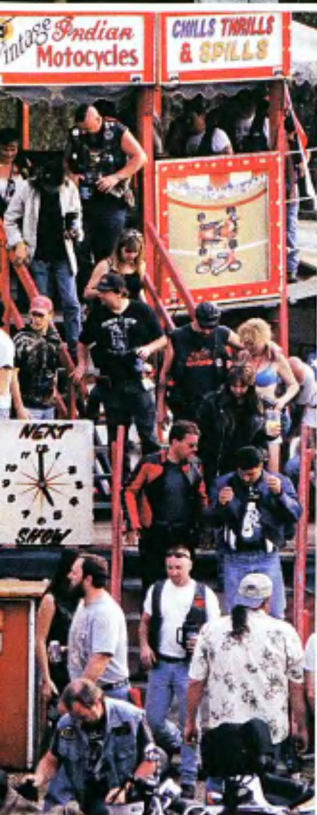
The radio and TV blared away about 600,000 happy party-goers descending on Daytona Beach for Bike Week this year. I sure didn't see 'em. There were still vacancies at hotels and motels and the crowd on Main Street most of the week seemed down. Vendors' reviews were mixed, some saying that everybody was spending plenty of money, others saying they were down from last year. Over on Beach Street all the aftermarket companies at the Easyriders Pavilion were happy with the turnout, but 600,000? I don't think so.

## 600,000 RIDERS BUT DAMNED FEW BIKERS





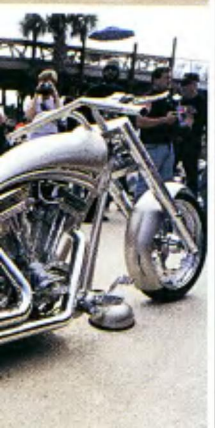
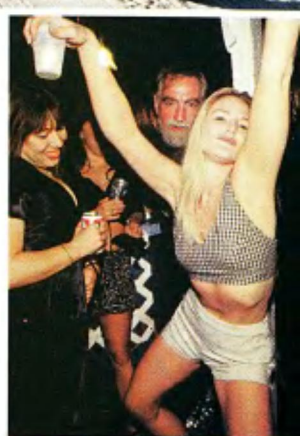




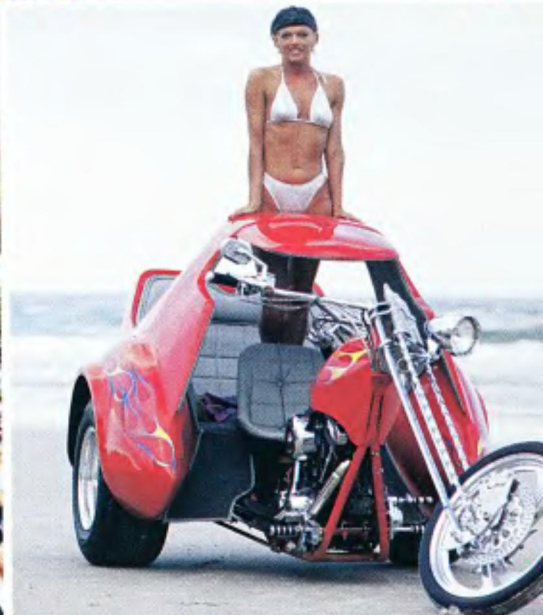
Coming into the sunny beach town we saw a large truck hauling an assortment of bike trailers. No doubt the driver has a T-shirt that proclaims, "I trailered my trailer to Trailer Week!" All I know is, there may have been a bunch of motorcycle riders in Daytona this year, but the old-school bikers are pretty much staying away. I'd guess they're starting their own parties away from the new ridin' horde with their sneaker-dragging, shorts-wearin' riding style. That kinda shit drives bikers nuts. Many went down to the Florida keys for a few days or to New Smyrna Beach or over to St. Augustine for some killer parties.

This year the weather was absolutely perfect, no rain and little wind. Perfect riding weather—and ride we did. If you didn't go home with a sunburn, you weren't trying.

Here's a rundown of a few of the highlights: Harley-Davidson showcased its motorcycles, parts, and accessories over at the Ocean Center (including Wyatt Fuller's killer Softail that we debuted exclusively right here last issue); Clean Dean Shawler of *Biker* magazine and I got to drive the new Ford F-150 H-D pickup truck, though we missed trying to jump canals or run over sunbathers; Excelsior-Henderson and Victory were showin' off their wares along with every manufacturer known to man; Stylemaster debuted a 160-cubic-inch monster







motor that is in search of a frame strong enough to put it on the road; Ron Simms and Jesse James terrorized the locals with some extreme antics (Remember, Jesse, the first rule of *Fight Club* is ...); American IronHorse showed off a new chopper model and put on a great free concert with Eddie Money and Molly Hatchet; Titan held its free Steppenwolf concert at the band shell behind the Adam's Mark; partying at the Iron Horse Saloon, still a must experience in the

evening, as was a cool Rum Runner at the Lighthouse Landing down in Ponce Inlet at sunset. But wait, there's more ...

Indian now has its own store next to Carl's Speed Shop and Daytona H-D on Beach Street, and they unveiled the new Scout model; the Camel Roadhouse pulled the wraps off of their five master-builder Camel Bikes by top custom fabricators and rocked the week with free music every day and night; Arlen Ness and Dave Perewitz had some dazzlin'

eye-candy to share; Performance Machine had the coolest new wheels yet; Performance Specialties make a wild new frame; Panzer has a new Captain America replica; Big Dog is sure making some awesome bikes; and Kyle Petty was ridin' around on a Victory sportin' an ear-to-car grin. But I *still* didn't see no 600,000 bikers in Daytona this year.

All the bars and eateries laid out the red carpet for us once again, and drink prices seemed to be down from last year.





From the Broken Spoke and Jackson Hole Saloon, to the Last Resort, Froggy's and the Boot Hill, down south to J.B.'s Fish Camp and all points in between, the party raged all week. One bitch, though: our ace flick snapper Mike Lichter went to a certain fun fest wherein nearly naked girls roll around in cole slaw and other food stuffs. The money-grubbing promoter of the event charged Mike \$20 to park and then parked him in so he couldn't escape. Twenty bucks for parking? Come on!

I'll let Ricky Racer tell ya about the doin's over at the race track and Clean Dean has a few words about how Bike Week has changed over the last decade. This year's Run to the Sun was a blast and Daytona seems to be working harder to keep the \$300 million plus that bikers bring to their community every year (though the cops still harass the shit outta ya). But the biker world keeps evolving and what was once Bike Week in Daytona has become Florida Week

with fun things to see and do all over the east coast of the Sunshine State. Hell, even Mickey Mouse was on the radio encouraging bikers to come party with him and Minnie in Orlando. What a world. The main thing is still the ride, though, gliding along long straight roads where you can see all the way to the Florida horizon. You can still ride stretches of beach and eye the bikinis. You can still share the freedom and dream of roads that never end.

—Phantom Dave







# DAYTONA '89 THEN AND NOW

In 1989 I made my first and last trip to Daytona Bike Week—before this year, that is. Easyriders had a huge showing in Daytona at the City Island Ballpark. We had rodeos and concerts planned for the whole week, and there were a dozen vendors expectin' to make a killin'. Well, Mutha Nature reared her sometimes ugly head and blasted us with four days of gusty winds, rain, and some bitterly cold weather. Most of the rodeo activities were stifled till the weekend, but hardcore bands, like the Burnt River Band, showed admirable courage by playin' in the cold drizzle to the handful of loyal souls who wouldn't miss their act. Other musicians who hung in there and finally got to play on the weekend were Paul Mattox and Danny Shirley, the rodeo's own William Van Dyke, the Tim Bachman Band, 12-string guitarist Roger McGuinn, and headliner David Crosby.

The Friday night Trophy Girl contest finals ended up bein' moved downtown to Finky's. That was the best night that I can remember. The show was great; the girls had to wear pasties but the cops weren't as bad about arrestin' titty-flashers back then as they are now.

Some other things that were different: there were only 200,000 bikers in town compared to the over 500,000 this year. (And it seemed overcrowded then.) The beaches were all open to ride on then (if the weather would have permitted); the huge waves woulda washed a few bikes out to sea, I'm sure. Main Street was just about as packed, but in '89 the crowd seemed to be all participatin' bikers, not a crowd lookin' bored, waitin' for someone to entertain them.

Now that Main Street is so crowded, lots of folks are partyin' at the outskirts bars, which all have some means of attractin' the bikers and their bucks. The outta town bars were popular 11 years ago, too, but it didn't take a coupla hours in traffic just to get across town.

Daytona Bike Week may have gotten too big for its own good. A record-breakin' 13 people died this year during Bike Week. The reasons are that there are more people, more novice riders, and too much alcohol. This may cause the authorities to put some kind of lid on it all. Let's hope we can discipline ourselves into being safer and not be told we can't be trusted to congregate.

All in all, there really isn't much difference between Bike Week 11 years ago and now. The motorcycles have gotten flashier, the bolt-on titties are more plentiful but less seen, there's about three times more people, and there's less beach to ride, but you can be happy if you've a mind to!

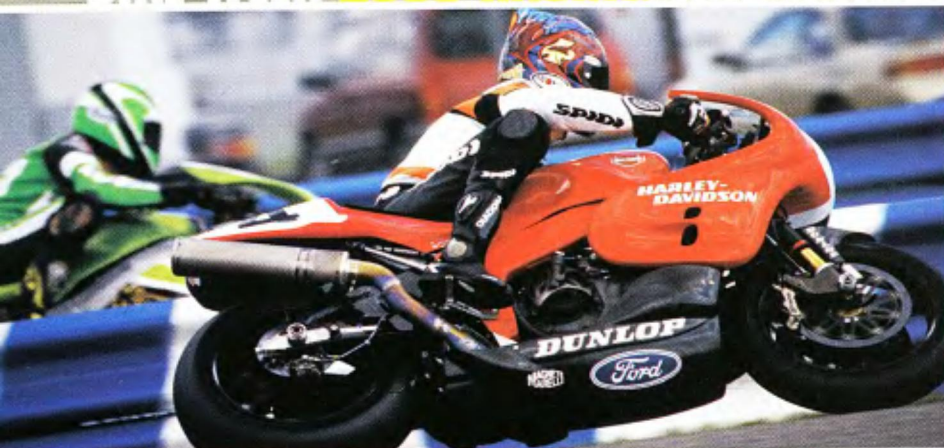
—Clean Dean







BIKE WEEK 2000 RACING WAS A FIRST-TIMER'S PARADISE



## THE OTHER END OF DAYTONA

Remember your first time? How long you waited, wished, prayed and ached for it? Knowing it was going to happen sooner or later because you were ready for it? Then how sweet it felt when it finally happened?



**B**ike Week 2000 racing was a first-timer's paradise. No fewer than six racers won for the first time—including a 16 year old. (You knew I meant the "first time" you won a race, right? I thought so.) And an 18-year-old came within half a wheel length—.011 seconds!—of being the youngest-ever winner of Sunday's big Daytona 200 Arai Superbike finale.

Grizzled Daytona vets with stories that stretched back 25 years said they'd never remembered the weather being so perfect every day. So you figured the gods had something up their sleeves. Now you know what it was.

Along with all the first-timers stepping up, this year's race action was among the

tightest and most hard-fought I've ever seen. Yeah, yeah, I know, you don't go to the races because a.) daytime's for sleeping, and b.) the Speedway's all the way out at the other end of town. But at least out at our end you could find somewhere to park or sit down. Hell, Main Street was so packed, you had to leave just to change your mind. And you call that fun?

Besides, you guys owed us crotch-rockets one. You and your Main Street weirdness stole our thunder last year when H-D's new million-dollar man, "Mr. Daytona" Scott Russell, found himself on the swollen side of a fist facial after an ill-advised after-hours romp downtown among the Bright Lights And Big Titties.

He missed the Daytona 200 race—the one he'd won an unprecedented five times—and his debut in Orange and Black racing colors.

So this year was our turn again. Not Mr. Russell's, unfortunately: he broke on the 31st lap of his race. But there was way more than enough action to jump-up-and-spill-your-beer about. You could have zip-tied the first four across the finish line in Friday's 600cc Supersport race. Kurtis Roberts, the youngest of King Kenny's sons, won his first 600 Supersport final by just .335 of a second over Doug Chandler at the wire. It was especially fitting that the youngest racing Roberts did it in Daytona. His father had won the





Photo: Rick Mennapace

Daytona 200 three times. (Older brother, Kenny Jr. is racing 500cc GP bikes on the world stage.) We all got treated to a serious photo-op in Victory Lane when the kid handed his trophy to his dad, the man *Cycle News* had voted the Rider Of The Century back in December, when magazines were doing that sort of thing. Dampening the celebration was the still-vivid memory of the fiery 10th-lap crash that put four riders on the ground and brought out the red flag.

The famous—or infamous, depending on how you finish—Daytona draft not only made 16-year-old John Hopkins the youngest rider to ever win an AMA 750cc Supersport final, it was his first-ever AMA

pro win. In only his fourth pro race, he used the draft slingshot to nip Jimmy Moore by .096 of a second at the checkered flag. Like the 600, this one had seen a wad of front-running riders packed tighter than the crowd at a free-beer night until Hopkins and Moore broke away. It also had a crash that sent one of the contenders hard to ground after two bikes came together in the chicane, the same place the 600's crash happened.

On Sunday, 18-year-old Nicky Hayden almost became the youngest-ever winner of the big Superbike finale. But Aussie veteran Mat Mladin used the draft and a mountain of skill to get half his front wheel in front of Hayden's at the line.

And the two had been that tight for almost the entire 200 miles! The kid's maturity was scary, but Mladin got this year's win the same way he lost last year's when Miguel DuHamel nipped him at the wire after the exact same kind of race. Want a comparison? This year's .011-second victory margin was the second closest in the 59-year history of the Daytona 200. The closest margin? Last year's.

So, what about the boys in the Orange and Black livery? With the exception of Pascal Picotte's typical ton-of-heart ride to ninth on one of the factory VR1000 Superbikes, don't ask. Just repeat after me: there's always next year, there's always next year.

—Ricky Racer



# National Law Chart

Neither Easyriders, Inc., nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, to ensure that the information is correct at the time of publication.

|                | No Helmets (over 21) | Helmet Law   | State Funded Rider Ed | Eye Protection | Daytime Headlight | Passenger Seat | Passenger Footrests | Passenger Age Limits | Helmet Speakers | Mirrors (l, left; r, right) | Periodic Safety Inspection | 65 (or more) mph Speed Limit |
|----------------|----------------------|--------------|-----------------------|----------------|-------------------|----------------|---------------------|----------------------|-----------------|-----------------------------|----------------------------|------------------------------|
| Alabama        |                      | x            | #                     |                | 17                | >              | >                   |                      |                 | x                           |                            | ✓                            |
| Alaska         | ☆                    | x-4          |                       | x-15           | 17                | >              | >                   |                      | *               | x (l, r)                    | x-27                       | ✓                            |
| Arizona        | ☆                    | x-4          | #-12                  | x-14           | 17                | >              | >                   |                      |                 | x                           | x-28                       | ✓                            |
| Arkansas       | ☆                    | x-6          |                       | x              | x-17              | >              | >                   |                      |                 | x                           | x                          | ✓                            |
| California     |                      | x            | #-6, 12               |                | x-17, 20          | >              | >                   |                      | 24              | x                           | x-27                       | ✓                            |
| Colorado       | ☆                    |              | #-12                  | x              | 17                | >              | >                   |                      |                 | x                           | x-27                       | ✓                            |
| Connecticut    | ☆                    | x-4, 9       | #-4, 12               | x-14           | x-17, 21          | >              | >                   |                      |                 | x                           | x-27                       | ✓                            |
| Delaware       | ☆                    | x-1, 2, 5, 9 | #-4, 12, 13           | x              | 17                | >              | >                   |                      |                 | x                           | x                          | ✓                            |
| Florida        |                      | x            | #-6, 12, 13           | x              | x-17              | >              | >                   |                      |                 | x                           |                            | ✓                            |
| Georgia        |                      | x            | #-12, 13              | x-14           | x-17              | >              | >                   |                      | 25              | x                           |                            | ✓                            |
| Hawaii         | ☆                    | x-1, 4       | #                     | x-14           |                   | >              | >                   | 23                   |                 | x                           | x                          | ✓                            |
| Idaho          |                      | x-4          | #-6                   |                | 17                | >              | >                   |                      |                 |                             | x                          | ✓                            |
| Illinois       | ☆                    | #-4, 12, 13  | x-9                   | x-17           | >                 | >              |                     |                      | x               |                             |                            | ✓                            |
| Indiana        | ☆                    | x-4, 9       | #-12                  | x-4            | x-17, 18          | >              | >                   |                      |                 |                             |                            | ✓                            |
| Iowa           | ☆                    |              | #11, 12               |                | x-17, 19          | >              | >                   |                      |                 | x                           |                            | ✓                            |
| Kansas         | ☆                    | x-4          | #-12                  | x-14           | x-20              | >              | >                   |                      |                 | x (l)                       | x-27                       | ✓                            |
| Kentucky       | ☆                    | x-6, 31      | #-12                  | x              |                   | >              | >                   |                      |                 | x                           |                            | ✓                            |
| Louisiana      | ☆                    | x-4          | #-12                  | x-14           | 17                | >              | >                   |                      |                 | x (l)                       | x                          | ✓                            |
| Maine          | ☆                    | x-7          | #-11, 13              |                | x                 | >              | >                   |                      |                 | x                           | x                          | ✓                            |
| Maryland       |                      | x-1          | #-4                   | x-14           |                   | >              | >                   |                      | 24              | x (l, r)                    | x-29                       | ✓                            |
| Massachusetts  |                      | x            | #                     | x-9, 14        | 17                | >              | >                   |                      | *               | x                           | x                          | ✓                            |
| Michigan       |                      | x            | #-4, 12               | x-14, 16       | 17                | >              | >                   |                      |                 | x                           | x-27                       | ✓                            |
| Minnesota      | ☆                    | x-4, 9       | #-4                   | x              | x-17              | >              | >                   |                      | 24              | x                           | x-27                       | ✓                            |
| Mississippi    |                      | x            |                       |                |                   |                |                     |                      |                 |                             | x                          | ✓                            |
| Missouri       |                      | x            | #-12, 13              |                | 17                |                |                     |                      |                 |                             | x                          | ✓                            |
| Montana        | ☆                    | x-4          | #-12                  |                | x-17              | >              | >                   |                      |                 | x                           |                            | ✓                            |
| Nebraska       |                      | x            | #-12, 13              |                | 17                | >              | >                   |                      |                 |                             |                            | ✓                            |
| Nevada         |                      | x            | #-12                  | x-14           | 17                | >              | >                   |                      |                 | x (l, r)                    |                            | ✓                            |
| New Hampshire  | ☆                    | x-4          | #-12                  | x-14           | 17                | >              | >                   |                      |                 | x                           | x                          | ✓                            |
| New Jersey     |                      | x-1          | #                     | x-9, 14        | 17                | >              | >                   |                      |                 | x                           | x                          | ✓                            |
| New Mexico     | ☆                    | x-1, 4       | #-4, 12, 13           | x-14           | 17                | >              | >                   |                      |                 | x                           | x-27                       | ✓                            |
| New York       |                      | x-1          |                       | x              | x-17              | >              | >                   |                      | 24              | x                           | x                          | ✓                            |
| North Carolina |                      | x            | #                     |                | x-17              | >              | >                   |                      |                 | x                           | x                          | ✓                            |
| North Dakota   | ☆                    | x-1, 4       | #-10                  |                | 17                | >              | >                   |                      |                 | x                           | x-27                       | ✓                            |
| Ohio           | ☆                    | x-3, 4       | #-4                   | x-14           | 17                | >              | >                   |                      |                 | x                           | x                          | ✓                            |
| Oklahoma       | ☆                    | x-4          |                       | x-14           | x-17              | >              | >                   |                      |                 | x (l, r)                    | x                          | ✓                            |
| Oregon         |                      | x            | #-5, 12               |                | x-17              | >              | >                   |                      |                 | x                           | x-27                       | ✓                            |
| Pennsylvania   |                      | x            | #-12, 13              | x              | 17                | >              | >                   |                      | 25              | x-19, 26                    | x                          | ✓                            |
| Rhode Island   | ☆                    | x-3, 6, 8    | #-11, 12, 13          | x              |                   | >              | >                   |                      | *               | x                           | x                          | ✓                            |
| South Carolina | ☆                    | x-1, 6       |                       | x-6, 14        | x-17              | >              | >                   |                      |                 | x                           | x                          | ✓                            |
| South Dakota   | ☆                    | x-4          | #-12, 13              | x-14           | 17                | >              | >                   |                      |                 | x                           |                            | ✓                            |
| Tennessee      |                      | x            | #-12                  | x-14           | x-17              | >              | >                   |                      |                 | x                           |                            | ✓                            |
| Texas          | ☆                    | x-6, 30      | #-4                   |                | 17                | >              | >                   |                      |                 | x                           | x                          | ✓                            |
| Utah           | ☆                    | x-4          | #-12                  |                | 17                | >              | >                   |                      |                 | x                           | x                          | ✓                            |
| Vermont        |                      | x-1          | #                     | x-14           | 17                | >              | >                   |                      |                 | x                           | x                          | ✓                            |
| Virginia       |                      | x            | #-12                  | x-14           | 17                | >              | >                   |                      |                 | x                           | x                          | ✓                            |
| Washington     |                      | x            | #-4                   | x-14           | x-17              | >              | >                   | 22                   |                 | x (l, r)                    | x-27                       | ✓                            |
| West Virginia  |                      | x-1          | #-12, 13              | x              | x                 | >              | >                   |                      |                 | x                           | x                          | ✓                            |
| Wisconsin      | ☆                    | x-4, 9       | #-4, 12               | x-9, 15        | x-17              | >              | >                   |                      |                 | x                           | x-27                       | ✓                            |
| Wyoming        | ☆                    | x-4          | #                     |                | x-17              | >              | >                   |                      |                 | x                           |                            | ✓                            |
| Washington, DC |                      | x            |                       | x-14           | 17                | >              | >                   |                      |                 | x                           | x                          |                              |

## LEGEND:

- ☆ No helmets (over 21)
- ✓ In effect on designated interstate highways
- x Required by law
- # Available for all eligible applicants
- \* Prohibited to use or possess
- > Required if carrying a passenger
- 1 Reflectorization required
- 2 Must have in possession
- 3 Required for novice riders
- 4 Required under age 18
- 5 Required under age 19

- 6 Required under age 21
- 7 Required under age 15 with learner's permit or for one year after obtaining license
- 8 Required for passengers
- 9 Required for instructional permit holders
- 10 Required under age 16
- 11 Required for first-time applicants
- 12 May waive skills test for successful completion of rider education
- 13 May waive knowledge test

- for successful completion of rider education
- 14 Required unless equipped with windscreen
- 15 Required unless equipped with windscreen that is 15" above handlebars
- 16 Required at speeds over 35 mph
- 17 Modulating headlight permitted
- 18 Required for vehicles manufactured after 1/15/56
- 19 Required for vehicles

- manufactured after 4/1/77
- 20 Required for vehicles manufactured during or after 1978
- 21 Required for vehicles manufactured during or after 1980
- 22 Prohibits passengers under age 5
- 23 Prohibits passengers under age 7
- 24 Single earphone only
- 25 To be used for communication purposes only
- 26 Required by inspection regulations

- 27 Random
- 28 Annual emissions, some areas
- 29 Upon title transfer
- 30 Over 21 exempt with proof of completion of riders safety course, or with proof of medical insurance in amount of at least \$10,000.
- 31 Over 21 exempt with sticker—obtained from State after presenting DMV with proof of insurance.



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## BAKER, RIGHT?

All right, I need you "experts" to verify something that sounds pretty damn amazing. A friend of mine in Michigan called me the other day and told me that Baker, those guys who build that six-speed tranny, has come up with a new tranny that is right-hand drive. Now, if this info is true, this should open some new doors for bike builders and customizers.

Walter Mitchell  
Dallas, Texas

*I just got Baker's new catalog in the mail a few weeks ago, and the right-hand drive six-speed appears on the last page. From the looks of things, we'll be seeing more as this tranny is developed. As I get the info, you bet I'll pass it on to everyone who reads this fine rag. Baker says that no frame has been built "yet" to utilize this new tranny, and that was also the same with Avon's 200 and 230 series tires. I guess the race is on to see who steps up first to get this slick Baker box in a new chassis.*

## GONE FISHER?

Having a bike with a three-inch open belt drive, I was interested to see that Fisher now has one of their vibration dampers made just for bikes like mine. Evidently, the sucker slips inside the engine pulley, and it's supposed to be the next best thing. Do you have any experience with this product? Should I buy one?

Dan Wade  
Ft. Lauderdale, Florida

*The Fisher unit to which you refer is a pretty slick little piece. I've installed them before, and do have some experience with this particular one you mention. I'd be curious to know how much your bike vibrates now, but anything you can do to reduce the vibes is always a plus. The installation is pretty easy, so you can do it yourself if you've got the tools, and if the price fits in your budget, I'd say go for it. Let me know how ya do.*

## SPRING HAS SPRUNG

Man, am I pissed. I just put a new kickstand kit on my ol' Softie, since the original was about all ground up, but instead of buying a new one from the dealer, I

bought one from the "aftermarket" and within weeks, the goddamn spring broke. Actually, the loop on one end of the spring just straightened out like a paper clip. Thankfully it happened when I was wheeling it out of the garage and not in a left-hand turn! I was thinking I'd save some dough buying the damn kit from the catalogs, and now I've got to go spend more money at the H-D dealer on a new spring. Why can't these big suppliers make stuff that stays together?

Matt Davis  
Boise, Idaho

*Hmmm. The spring just straightened out at one end and didn't break off, huh? Sounds like it wasn't heat treated properly. Those springs have quite a bit of tension on them, and with bad or soft metal, this can happen, although I'd have thought the end would have snapped off. I had to modify a kickstand on my bike once because the damn spring wouldn't hold the stand up in place when I was riding, so I drilled another hole on the tab and that seemed to fix it. When you go to your H-D dealer for a new spring, take the old one with you because there are two different lengths you can choose. As for why things like this happen, well, sometimes the best parts are the ones made by the factory. Sounds like it in this case.*

## BAR BUSHINGS

I'm planning to put some serious apes on my Shovel FL, and replacing the handlebar bushings in the top tree is a must. I was gonna go with the stock rubber ones, but it seems like with the added leverage of 15-inch apes, the rubber may not be enough. Would you recommend those fancy polyurethane ones instead?

Joe Alnas III  
Ames, Iowa

*There are a lot of companies manufacturing the poly handlebar bushings, and I can't really recommend one over the other, but I think with 15-inch apes, they would be a definite plus for your bike. Tall handlebars do have more leverage on them because of the added length, and the poly bushings will make them feel more stable and also will last longer.*

## IS BRAIDED BETTER?

Lots of custom bikes I see in your magazines use braided stainless steel oil lines instead of the standard rubber ones. Are these braided stainless lines useful on custom and high-performance bikes, or are they more for cosmetic reasons?

Dan "Smitty" Smith  
Orland Park, Illinois

*On a Harley engine, stock or full-blown street custom, the oil pressure generated is not enough to solely justify running the braided lines. For many of us (myself included) these lines are used because of their function as well as form. They are rebuildable and can be used with many different fittings and lengths that can be changed as the bike changes. They are not the most cost effective way to go, because standard rubber line is cheap and can handle reasonably high pressure. The oiling system on an H-D will maybe see 60-75 psi on cold startup, and that's well within the pressure range of black rubber oil line.*

## BENDIX BUMMER

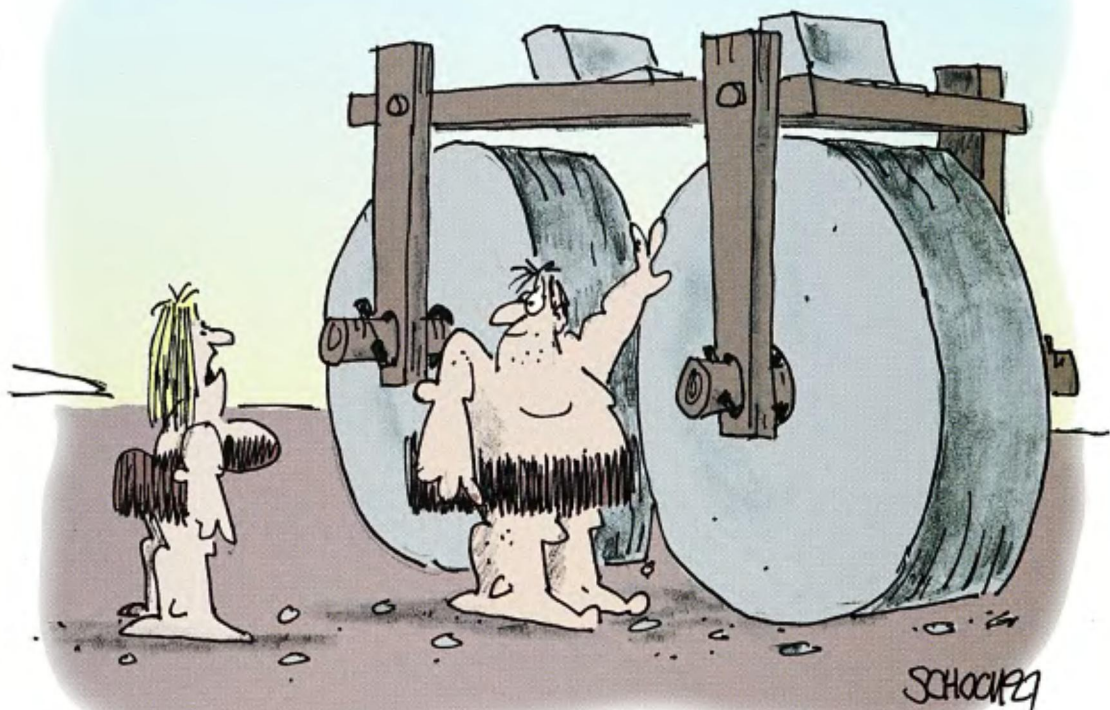
My '79 FX has been having problems with the starter (big surprise) lately, and my friends have told me it sounds like the bendix. Should I go with a stock one or use an aftermarket piece? Since I have to replace it, I want the best.

Tom Sanchez  
Central Coast

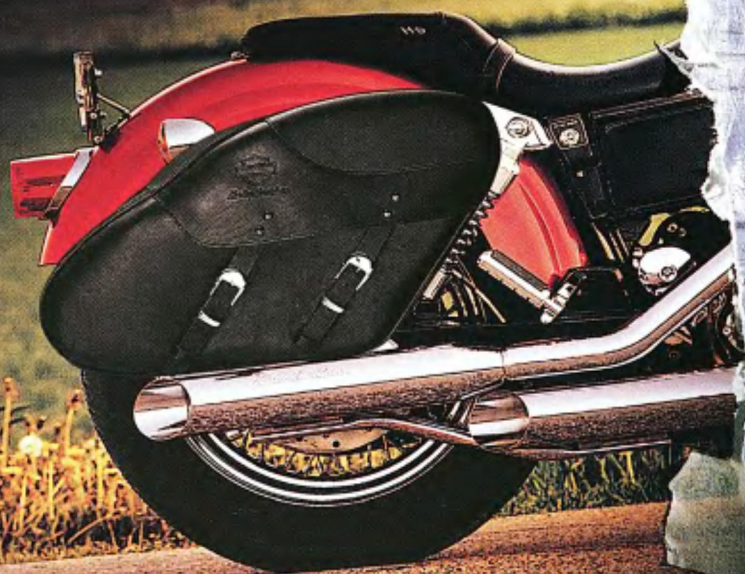
*My recommendation is either Accel or Spyke for starter bendix replacement. The stock ones do not always work the best, and every Shovelhead owner I know has one of these bendix units installed in the starter system. Save yourself the trouble of having to replace another stock unit sometime soon. Another recommendation I have is to swap the cheap three-piece stamped ring gear from the clutch basket with a one-piece gear. You can find them in all of the catalogs and they are by far a better gear than the stock one. Good luck.*

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Join a note to Wrench, Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail wrench@easyriders.net. If we can find a solution, you'll read it here.





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# EASYRIDERS LIST OF THE TOP TEN AMERICAN Motorcycle Manufacturers Of 2000

**W**e've already covered most of our favorite Top Ten List topics this year with articles such as the Top Ten Real Breasts, Top Ten Aftermarket Tits, Top Ten Plastic Surgeons, and Top Ten Tri-Tip Sandwiches, so this writer figured it was time we elevated the level of the rag by bringing you information you actually may need some day.

So here it is folks, piping hot from our think tank (or is it stink tank?): Easyriders' Top Ten American Motorcycle Manufacturers Of 2000!

There are bikes for every taste and for every budget in America today, thanks to a greater-than-ever variety of domestic motorcycle companies. Some manufacturers offer bikes for a wide range of customers, and run very large facilities, while smaller ones focus on providing high-quality,

exclusive machines tailored to the discriminating rider. Regardless of their size, these manufacturers have one thing in common: namely, a passion for our way of life and a strong dedication to giving you the best riding experience with the best possible products and services.

All of the companies we've included in our Top Ten have proven their ability to deliver quality American V-Twin motorcycles, and have established dealer networks and warranty programs to prove it. Due to space restrictions, we can only showcase one motorcycle per manufacturer—so we'll leave it up to you to contact them and check out the rest of their hardware.

Somewhere out there, there's a bike with a full tank of gas and your name on it. Can you hear it calling? —Lafayette

## AMERICAN EAGLE

American Eagle is a company dedicated to offering the modern rider the ultimate in high-performance motorcycles. Located in Hollister, California, American Eagle motorcycles feature such standard equipment as a 5-speed close-ratio transmission, high-performance exhaust, billet fork clamps, custom seats, 180-series rear tire, and signature paint schemes. Prices range from \$20,900 to \$27,900.

American Eagle's newest model is the STX (shown here). This sporty performance cruiser is light and agile. It has an adjustable American Eagle mono-shock suspension, a specialized anti-vibration engine mounting system, and increased suspension travel. This new breed of performance cruiser offers a new dimension in handling and performance and sports one big attitude with a 100-inch S&S V-twin engine that's

mated to a 5-speed close-ratio transmission. A trio of semi-floating 11.5-inch disc brakes mounted on laced 17-inch powdercoated rims assume the stopping chores, while a set of wide 54mm inverted forks help keep the bike in control at all times.

American Eagle • 2350 Technology Parkway • Hollister, CA 95023 • (800) 256-1724 • [www.americaneagles.com](http://www.americaneagles.com).

## AMERICAN IRONHORSE

American IronHorse is a Texas-based motorcycle manufacturing company that designs and manufactures high-performance custom bikes. Founded in 1995, American Ironhorse was created to serve an industry gap that existed between the high-performance motorcycle manufacturer and the style-oriented builder.

Designed for power and distinction, these bikes break the "cookie-cutter" clone mentality that exists within the market. Designed to appeal to upscale buyers, they feature detailed styling, custom features, and high-tech components already built in. Riders gain artistic power in the actual manufacturing process as they create their American

Ironhorse in preferred custom paint and styling options.

American Ironhorse can deliver your bike in under 60 days—if you haven't already found what you want at one of their many dealers across the country. Prices range from \$24,400 to \$29,500.



AMERICAN IRONHORSE (See also feature on page 147)

Featured here is the Stalker, a rubber-mounted custom cruiser powered by a fully polished, American IronHorse-assembled 96-cubic-inch S&S powerplant. The bike features many of American IronHorse's own billet components such as the wheels, fork clamps, lower legs, risers, brake calipers, and rotor carriers. The Stalker's MSRP is \$27,950.

American IronHorse • 4600 Blue Mound Rd. • Fort Worth, TX 76106 (817) 665-2000 • [www.americanironhorse.com](http://www.americanironhorse.com).

AMERICAN EAGLE





## BIG DOG

Big Dog Motorcycles are manufactured in America's heartland (Wichita, Kansas, to be exact). Big Dog is a performance-oriented American V-Twin cruiser company. Their bikes have the styling and luster of the finest "show bikes," yet every one of them is de-



signed to ride in the real world.

Big Dog's dealer network handles the sales, while special arrangements can be made directly with the company in the event that a dealer does not exist in your area.

Big Dog Motorcycles offers six different models, including the Bulldog, Vintage Sport, ProSport, Vintage Classic, Pitbull, and Wolf. Each model appeals to a different type of rider and can be individualized.

Big Dog also handles the assembly of their reliable V-twin powerplants. These potent engines range from a high-performance 88 cubic inches, to a heart-pounding 107 cubic inches.

Each bike is painted to the customer's specs and is built within 60 days. Big Dog prices range from \$20,500 to \$26,900.

Featured here is Big Dog's latest model, the Wolf, featuring Total Performance Engineering Pro-Series 107-cubic-inch motor with 5-speed close-ratio transmission, two-into-one performance exhaust, wide inverted forks with billet clamps, billet 18-inch wheels, and stretched gas tanks. It retails for \$28,500.

Big Dog Motorcycles • 140 N. Ohio, Wichita, KS 67214 • (316) 267-9121  
www.bigdogmotorcycles.com.

## CONFEDERATE/CSA

Louisiana-based Confederate Motorcycles is no newcomer to the world of special

bikes. Formed in 1991, the company immediately recruited a team of highly skilled engineers to work on creating a distinctive line of two-wheeled machines. After five years of R&D and testing, the first Confederate motorcycles were ready to melt the asphalt.

According to Matt Chambers, president of Confederate, their goal is to

yours for around \$21,280.

Confederate Motorcycles, Inc. • 100 Confederate-Akorn Drive • Abita Springs, LA 70420 • (504) 893-3370  
www.confederate.com.

## HARLEY-DAVIDSON

There are many advantages to owning a Harley-Davidson motorcycle, like its



HARLEY-DAVIDSON

"hand craft uncompromised street motorcycles of unparalleled structure, using American industrial and mechanical design in its purest, simplest, and most organic form."

Today Confederate, along with its CSA division, offers four different models: the Hellcat Roadster, the American GT, the Wildcat, and the Confederado. These bikes display a unique styling that sets them apart from the competition. A simple glimpse at these potent street fighters will give you a pretty good idea of what they are capable of. Their prices range from \$19,980 to \$26,220. Confederate motorcycles are distributed in the United States by a network of 23 dealers, in 13 states.

Featured here is the CSA Confederado, a stripped-down street fighter with a monstrous 230-series rear tire, tons of power, awesome handling, and more attitude than you can shake a stick at. The Confederado can be all

great resale value, dealers on every continent, and a name that is virtually synonymous with the freedom of the open road.

Created in 1903, Harley-Davidson is the oldest motorcycle manufacturer in existence in the United States. Always looking to improve its unbeatable formula without losing their heritage, Harley-Davidson redesigned its venerable V-twin engine in 1999, with the introduction of the powerful and flexible Twin Cam 88 for the rubbermounted models. If that weren't enough, they came back in force for 2000 with a vibration-free, balanced version of the Twin Cam 88 to power all Softails.

As it approaches its hundredth anniversary, the legendary manufacturer from Milwaukee is stronger than ever, offering over 25 models to a variety of customers with different tastes, riding



CONFEDERATE/CSA



styles, and budgets. Speaking of which, Harley-Davidson prices range from \$5,345 to \$18,630.

Showcased here is the Deuce, Harley's newest Softail, with its exclusive "liquid metal" look. From the streamlined forks with new lower legs and clamps, to the stretched gas tank, extra wide rear end, and distinctive dashboard, the Deuce is a true factory custom available in many color schemes for around \$15,995.

The best way to find out more about Harley-Davidson is to stop by your local dealer. You can also check the official Web site at [www.harley-davidson.com](http://www.harley-davidson.com).

## INDIAN

As Indian Motorcycle's advertising states, "the legend lives again!" In December 1998, the Federal District Court of Colorado awarded Indian Motorcycle Company the trademark and rights to manufacture and distribute Indian Motorcycle in Canada and the United States. The Court's decision paved the way for a \$30 million merger involving Indian Motorcycle Company, American Indian Motorcycle Company, California Motorcycle

erful S&S V-twin powerplant, the Indian Chief, which can be yours for around \$24,000, is an impressive and luxurious cruiser that turns heads wherever it is spotted.

Indian Motorcycle • 200 East Tenth St., Gilroy, CA 95020 • (800) 350-7902  
[www.indianmotorcycles.com](http://www.indianmotorcycles.com).

## PURE STEEL

A small group of artisans, engineers, and racing enthusiasts in Phoenix, Arizona, share the same philosophy

sacrificing rideability. Engines are assembled and tested by some of the industry's best builders using Pure Steel in-house latest machining equipment.

Pure Steel ships world wide and has dealers cost to coast.

The model shown here is the Classic, an elegant cruiser that comes complete with 107-cubic-inch engine and 5-speed transmission, stretched tanks, laced wheels, contoured fender, and solo seat. It retails for \$36,950. But, hey, you only live once!

Pure Steel Custom Cycles • 4010 Grand Ave., Suite #16 • Phoenix, AZ 85019  
(602) 841-2000 • [www.pure-steel.com](http://www.pure-steel.com)

## TITAN

Founded in 1994, Titan Motorcycle Company of America is a premier manufacturer of high-end custom cruisers. Titan's unique configurations, including the Gecko, Roadrunner, and Sidewinder, represent the finest custom-designed, volume-produced, performance motorcycles available. Manufactured at the Company's corporate facility and available with a variety of customized options and designs, Titan large displacement motorcycles are sold through a network of more than 80 domestic and international dealers. Their prices range from \$20,995 to \$37,995.

Showcased on the accompanying photo is Titan's limited-edition Indy 500 Gecko Rubbermount. Only 100 of these impressive motorcycles will be available to motorcycle enthusiasts and Indianapolis 500 fans as the ultimate collector's piece. The winner of the 2000 Indianapolis 500 will receive an Indy 500 Titan Gecko Rubbermount.

At a list price of \$37,995, the motorcycle features custom graphics, including the 2000 Indy 500 logo and a striking orange-and-checkered flag paint

that a custom motorcycle must be one of a kind, like a fingerprint on asphalt. It has to capture the imagination. It's all about attitude and pure function.

The company is Pure Steel, and these guys are dedicated to giving you exactly the custom bike that you want. They say that a bike either gets you there and back or it's not worth the boots you'd kick it with. At Pure Steel, only a limited number of custom cycles are produced each year, with the same attention to detail and total quality control.

Engineered for high-output reliability, race-proven components are matched to maximize power without



Company, and its six related companies to become the second largest producer of heavy cruiser motorcycles in North America. The company started producing a limited number of the new 1999 Indian Chiefs at its Gilroy, California, manufacturing facility, while rumors of a new engine persist.

By the time you read this, two models will be available for 2000, including the much publicized Chief and the new Scout sport cruiser.

Featured here is the Chief, resplendent in its two-tone livery and sporting the unmistakable Indian front and rear fender styling. Motivated by a pow-



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## ULTRA MOTORCYCLE COMPANY

Ultra Cycles wants to redefine the term "stock" bike by running counter to

VICTORY





convention. Their QC (Quality Custom)-series heavyweight cruisers don't beg to be customized ... they're already fully accessorized!

Based in Southern California, Ultra has been manufacturing quality-built American heavyweight cruiser motorcycles since 1995 and offers eight different models, with prices ranging from \$19,900 to \$24,995.

Ultra Cycles' current lineup includes a selection of rigids, solid mount, and rubbermount custom cruisers and sport cruisers. All Ultra motorcycles use large displacement S&S powerplants, and are mated to 5-speed close-ratio transmissions.

The model displayed here is the Fat Pounder. With a list price of \$21,900, this no-bull rigid is all muscle with its 113-cubic-inch V-twin, 5-speed tranny, two-into-one pipes, stretched tanks, and pullback drag bars. There's lots of meat on the 230-series rear tire, and the solo seat makes this scoot a perfect barhopper.

Ultra Motorcycle Company • 3810 Wacker Dr. • Mira Loma, CA 91752 (909) 360-2500 • [www.ultracycles.com](http://www.ultracycles.com).

## VICTORY

On the heavyweight cruiser market since 1997, Victory now offers two models that give the rider an interesting alternative to mainstream American cruisers. Victory is a division of Polaris, the famous American manufacturer of snowmobiles and personal watercraft. Victory benefits from Polaris' extensive dealer network, engineering experience, and manufacturing capabilities.

Victory motorcycles use proprietary 92-inch air and oil-cooled V-twin engines that feature four valves per cylinder and electronic fuel injection. Their styling is very different from all other American cruiser motorcycles, and their rolling stock and suspension features up-to-date components such as radial tires, heavy-duty Brembo brakes, and adjustable ride height.

Reasonably priced at \$13,399, the Victory V92C Cruiser offers no-nonsense styling and a comfortable riding position, while providing exceptional handling characteristics.

Victory's other model, the Sport Cruiser, can be seen carving corners all over the country, or on Victory's Web site.

Polaris Industries, Inc. • 1225 North Highway 169 • Minneapolis, MN 55441 • (612) 542-0500 • [www.polarisindustries.com](http://www.polarisindustries.com)

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# Badness

CHICA'S OLD-SCHOOL CHOPPER





# In Black

Ya know, we get a lot of bikes through this joint, and it's no easy task siftin' and sortin' through 'em all in order to bring you the best of the best. And, yeah, I hear some of you out there rumbling on about the ultra-flashy billet cruisers we showcase here, because you think they aren't true choppers. Well, while that point is, um, pointless to argue, our dearly beloved Commander in Chief, Mr. Phantom, is doing his damndest to get more old-school choppers back in our fine rag.

And in case ya hadn't noticed by now, the slick sled adorning this and the next few pages is especially for you guys out there who are hungry for more choppers. This one comes to us courtesy of our good friend Chica, down in Huntington Beach, California, who has finely blended the best from the aftermarket with all of the style of the traditional chopper.

While gone are the days of building a kickass chopper from a basketcase traded for a few cases of beer, it is refreshing to know that there are bike builders out there who still carry on the tradition in a day where billet and chrome have hoped to replace form and function. The important thing here is the bike and all of the slick custom work that went into making it a badass machine.

Take a good look at the handlebars for instance. Check out how the risers blend right





out of the springer front end and into the bars, which then converge to a radical V-shape that also provides a mount for the headlight. That's friggin' trick. Front and rear turn signals are mounted low, so low, in fact, ya almost don't even see the damn things. For all ya'll searchin' for the wiring, or brake lines, or even the ignition



coil for that matter, it takes some real looking before you ever find them (the coil's hidden inside the oil tank area).

In all honesty, this bike has just as much craftsmanship put into its subtleties as the flashiest chrome monster has in molded tanks and billet gizmos. If ya don't agree, try building one yourself. Chica's got the right idea with this particular sled; it's long, low, lean, and traditional. OK, so it has disc brakes, but that is a better way to stop the bike than getting your bell bottoms sucked into the belt drive, right? I thought so! Long live choppers!

—Erik Falconer



**Easyriders**









# passin' gas

I was working in Accounting at the local Harley dealership when the computer-service rep came into the office and asked us all to enter passwords for our newly installed software system program.

The general manager, with his usual off-the-wall type of humor, entered the word "penis" as his password.

We all fell down on the floor laughing when the computer immediately responded with: "\*\*\*\*PASSWORD REJECTED. TOO SHORT.\*\*\*\*"

Rocky  
The Beach

A man is sitting in the coach section on a flight from New York to Chicago, nervously biting his fingernails and sweating profusely. Noticing his disturbed condition, a concerned flight attendant leans over and inquires quietly, "Sir, can I get you something from the bar to calm you down?"

The ashen man gives her a nod of approval, still shaking terribly. Seconds later the stewardess comes back with a drink. He downs it quickly and eventually stops shaking.

Ten minutes later, the stewardess sees the same guy shaking and biting his nails again, so she brings him another drink—a double—which he gulps immediately. A half-hour later, she returns to see that the poor dude is losing it yet again. He's now trembling uncontrollably and apparently crying uncontrollably into his handkerchief.

"My goodness!" the flight attendant says. "I've never seen anyone so afraid to fly."

"I'm not afraid of flying," sobs the dude.

"Then what's the matter?"

Wailing loudly, he says, "I'm trying to give up drinking!"

TWiX Bar  
The Candy Aisle

How can you spot a scooter tramp who'd make a great salesman?

He's the bro who can actually make his ol' lady feel sorry for the chick who lost her bra and panties in his sleeping bag.

Paul Brown  
USA

Guitar George and Mad Dog were loading up the truck for a weekend of raccoon hunting, and Mad Dog was surprised to see his bro come trotting out of the house at the last minute with two dogs... and a monkey. "What the hell ya got the monkey for, man?" he asked.

"Hey, I saw a buddy hunt with this monkey, and he's really good," said Guitar George. "He grabs a pistol and gets right up into the tree when the dogs corner a coon, and then the little bastard shoots it right between the eyes at close range. I tell ya, this monkey *bates* raccoons, and I paid a small fortune for him."

The bros took off. About an hour later, the hounds picked up a scent and lit out. When the bikers caught up, they saw that the dogs were barking up a storm at the base of a big oak tree—no doubt there was a coon up there.

Immediately Guitar George handed his loaded .22 to the monkey, who took off up into the tree in a jiffy. A minute later the monkey came tearing back down, and without hesitation he pointed the rifle at the baying dogs and blew both of them away.

"Whatdafuck?!" the stunned Mad Dog exclaimed.

Guitar George said, "Hell, there wasn't nuthin' up that tree—and if there's one thing that monkey hates more than coons, it's goddam liars!"

Big Bill  
On Top

Handsome Hank meets a stone fox in a bar and asks, "May I buy you a drink?"

"Okay," she says, "but it won't do you any good."

A little later, he tries again. "May I buy you another drink?"

"Okay—but like I said, it won't do you any good."

Next he invites her up to his pad, and she replies, "Okay. But it still won't do you any good."

They get to Handsome Hank's apartment, and he gives it his best shot. "You're the most beautiful thing I've ever seen, and I want you for my wife."

The hardbelly smiles and purrs, "Oh, that's different—send her on in."

Terry  
West Chester, Ohio

It's the spring of 1959, and Bobby arrives at his date's house to take her to the dance. When he knocks on the door, her dad answers. "Have a seat, son," the old man says. "Peggy Sue will be ready in a minute."

The father hands the kid a cold beer, and the two sit down together to wait for Peggy Sue. "You know," says the dad, "my daughter really loves to screw, just really loves to work up a sweat." Then he smiles proudly and winks at Bobby, who's damned near choking on his beer. "Yup, yup, no two ways about it," the father continues, "she purely loves that damn screwing. Can't seem to get enough of it."

About then Peggy Sue comes down the stairs, and Bobby can hardly wait to get her firm young ass out the door. Five minutes later, she comes storming back into the house, furious.

"Dammit, Daddy!" she screams. "The *Twist*! It's called the *Twist*!"

Cousin Hank  
Portsmouth, N.H.

Three chicks were talking about their respective ol' men. The first said, "My boyfriend's like a Rolls Royce—smooth and sophisticated."

The second said, "My man's like a Harley-Davidson—fast and powerful."

The third said with a sigh, "Mine's more like a Model T—needs a hand-start, and then I have to jump on quick while it's still going."

Rooster  
Ventura, Calif.

## Last-Minute Stock Tip

The other day, a Glaxo rep told me of a new pharmaceutical that her company has under development, and this drug sounds so promising that I want to suggest to my bros and sisters who dabble in the market that they consider buying stock in the company. The new drug's called "Ginkgo Viagra," and its function is to help you remember what the fuck you're doing.

Graybeard  
Newfoundland, N.J.

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay \$40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.





**Owner:** .....Chica Custom Cycle  
**City:** .....Huntington Beach, California

#### General

**Fabrication:** .....Chica  
**Year/make:** .....1999  
**Model:** .....FLH  
**Assembly:** .....Chica  
**Chroming:** .....South Bay Chrome

#### Engine

**Year/model:** .....1968 Shovelhead  
**Rebuilder:** .....Chica  
**Ignition:** .....points  
**Displacement:** .....96 cubic inches  
**Lower end:** .....S&S  
**Balancing:** .....Mesa Cycle  
**Pistons:** .....S&S  
**Cases:** .....H-D  
**Heads:** .....H-D  
**Cam:** .....Andrews  
**Lifters:** .....factory  
**Carb(s):** .....SU Eliminator II  
**Air cleaner:** .....Rivera SU  
**Pipes:** .....Paughco

#### Transmission

**Year:** .....1999 Chrome Specialties  
**Shifting:** .....4-speed, hand  
**Modifications:** .....polished

#### Paint

**Molding:** .....Chica  
**Painter:** .....Chica  
**Color/type:** .....black special  
**Special paint:** .....Bob Iverson

#### Frame

**Year/type:** .....1999 rigid  
**Builder:** .....Denver's Choppers

**Modifications:** .....45-degree rake,  
 .....3.5-inch stretch

#### Accessories

**Bars:** .....Chica  
**Handlebar controls:** .....Performance  
 .....Machine  
**Fender(s):** .....Chica  
**Headlight:** .....Chrome Specialties  
**Taillight:** .....Chrome Specialties  
**Speedo:** .....Chrome Specialties  
**Pegs:** .....Chrome Specialties  
**Electrics:** .....Chica  
**Foot controls:** .....Chrome Specialties  
**Gas tank:** .....Chica  
**Oil tank:** .....Chica  
**Oil system:** .....S&S  
**Seat:** .....Burke  
**Sissybar:** .....Chica  
**Grips:** .....Chrome Specialties

#### Forks

**Type:** .....Denver's Choppers  
**Builder:** .....Denver's Choppers  
**Modifications:** .....20 over

#### Wheels

##### Front

**Type:** .....Chica Custom Cycles  
**Size:** .....21-inch  
**Tire:** .....Avon  
**Brake:** .....Performance Machine

##### Rear

**Type:** .....Chica Custom Cycles  
**Size:** .....16-inch  
**Tire:** .....Avon  
**Brake:** .....Performance Machine

**Photos:** .....Raiko Hartman



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## THE AMERICAN IRONHORSE LEGEND LIVES!

**Y**ou sure couldn't miss American IronHorse at Daytona this year; their bikes were the first things you saw when entering our Easyriders Pavilion on Beach Street, and they also put on some great free concerts featuring Eddie Money on Friday and Molly Hatchett on Saturday. The hit of the show for American IronHorse was their brand-spankin'-new Legend model. The all-blacked-out chopper reminds you of the good ol' days while offerin' all the latest high-tech goodies. The Legend is the first of the company's bikes to have a 107-cubic-inch S&S motor as a standard feature. As you can see, this scoot looks sleek and fast and is also available with performance upgrades including an S&S 113-inch motor and six-speed tranny. Retail should be just shy of \$26,000.



# HOT NEWS FROM DAYTONA 2000



## NEW LOOK FOR EXCELSIOR-HENDERSON

**T**he brothers Hanlon and Jennie Hanlon were once again on hand to welcome all who would test ride their Excelsior-Henderson Super X and Deadwood 2000 models at Bike Week. The E-H truck was set up at Daytona International Speedway near Harley's test rides. They were also showing off a new option for the Super X, which offers a wide glide-style front end and simplified front fender for those who don't care for the Springer look. The company continues to go through restructuring and financing rounds. We wish them the best.





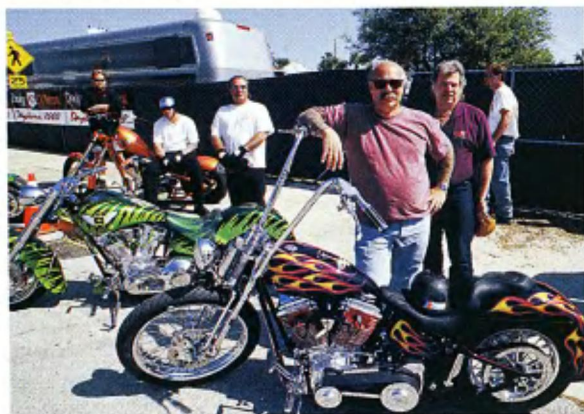


## THE CAMEL BIKES ARE COMIN'!

**O**n Monday, March 6, five proud master builders revealed their awe-inspiring Camel bikes over at the Camel Roadhouse on Beach Street. The press showed up en masse to take a gander at this high-dollar collection of pristine custom rides. It was all part of the Camel "Pleasure to Burn" Biker Sweepstakes and some lucky cuss will win one of these sleek scoots by the likes of Jesse James (see *Easyriders* July 2000 issue, #325), Jim Nasi, Dave Perewitz, Ron Simms, and Donnie Smith. The nationwide sweepstakes is open to individuals 21 or older and will be awarded during Biketoberfest 2000. You can enter the sweepstakes in person at the Camel Roadhouse Tour locations or by write-in entry (rules appear in the Camel ad in *Easyriders*).



Photos: Pam Proctor



## PANZER'S NEW CAPTAIN AMERICA

**P**anzer Motorcycles has been manufacturing new Neo-Pan motors for their line of bikes for several years now. Debuting at Daytona was the prototype of a Captain America replica bike that includes the Neo-Pan. As you can see, this scoot looks a whole lot like the one Peter Fonda rode in *Easy Rider*. Suggested retail will be \$24,995. For info call Panzer at (719) 269-7267 and ask for Donny B. Hakes, Director of Sales and Marketing.

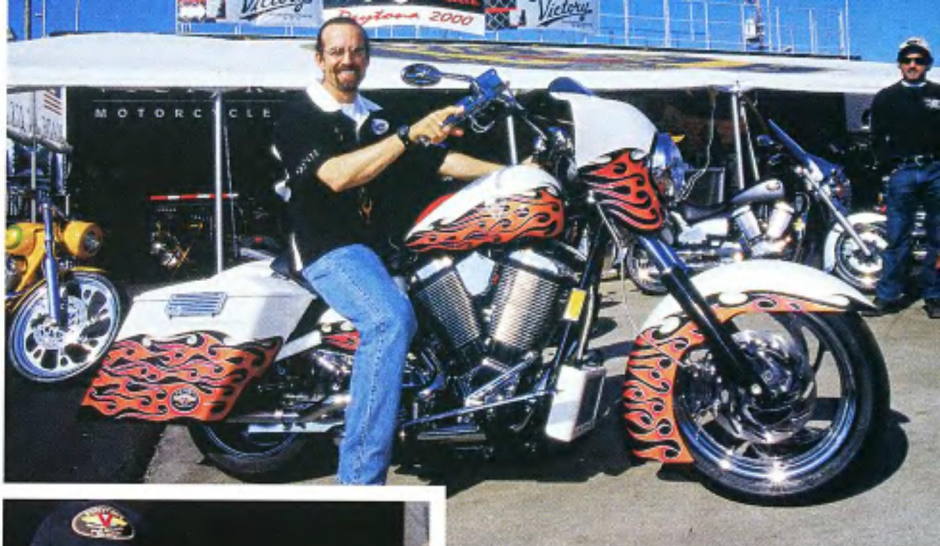


## KYLE PETTY DRIVES TO VICTORY IN DAYTONA

One of the biggest stars of NASCAR rode into Bike Week on a Victory motorcycle this year. Winston Cup star Kyle Petty led nearly 200 Victory bikes on a ride through Daytona. Petty joined Polaris Industries/Victory Motorcycles CEO Tom Tiller and Daytona radio personality Frank Scott of WHOG-FM for Victory's second-annual Daytona customer ride.

As part of the festivities, Kathy Grogan of Cocoa Beach, Fla., was lucky enough to win a new Victory. Petty, Tiller, and Scott announced the contest winner at the Victory truck and trailer prior to revving up for their ride.

After awarding the motorcycle, Petty, Tiller, and Scott led the Victory caravan to Bethune Point Park for a barbecue lunch. Tiller rode a Victory customized by master builder Arlen Ness. "We're thrilled that Kyle Petty joined Victory in Daytona for Bike Week," said Tiller. "And we've enjoyed meeting our Victory customers from across the country during our second annual ride."



## FORD MOTOR CO.'S NEW HARLEY-DAVIDSON F-150

Man this thing rocks! Clean Dean and I picked up this gorgeous junk o' truck from Harley at the Ocean Center and were told to go have some fun. Yeah, you can imagine the rest. Did you know you can squeeze 14 nubile bikini-clad hotties in the bed of this sucker and still have room for four more in the SuperCab? One special warning: never attempt to jump the Main Street Bridge in Daytona with 14 hotties in the back of a truck as they tend to fly in every direction. The Harley truck handles as good as it looks and its 5.4 liter Triton V-8 engine delivers 280 horses and 350 foot-pounds of torque like right now!

The H-D bar and shield logo appears on the truck's front fenders and is embossed in the deep leather seats and on the console lid. The 20- x 9-inch five-spoke wheels will be chrome on the production models. Dean and I got as many looks while stylin' in this excellent trick as on any custom scooter. You owe it to yourself to test drive one of these purdy pups. Suggested retail is said to be \$32,995, but it's only money and, besides, ya only live once right?



## THE "ViQé" AWARDS



Once again the VQ Biker's Ball raised money for the Boys and Girls Club of Broward County, Florida. Bikers love helping kids and this event has become a staple at Bike Week, raising hundreds of thousands of dollars. Every year we give out the VQ Awards (known as the "ViQés") honoring individuals and companies that consistently create innovative products that inspire the motorcycle industry. This year's winners were:

### Best Paint Job

Mitch Bergeron, Canada

### Best Painter

"Fitto," aka Martin Bouchard, Canada

### Best Powertrain Design

Bert Baker for the Baker six-speed transmission

### Best Powertrain Builder

Tom Pirone of TP Engineering

### Best Component Bike

Bill Falatick, Boyton Beach, Fla.

### Best Component Bike Builder

Ron Simms, Bay Area Custom Cycles

### Best Custom Fabricated Bike

Doug Meshirer, Midland, Texas

### Best Custom Fabricated Bike Builder

Jesse James, West Coast Choppers

### Best Bike

"Prodigy" by Paul Yaffee  
Owner: Dennis Block, Valparaiso, Ind.

### Best Bike Builder

Paul Yaffee, Phoenix, Ariz.



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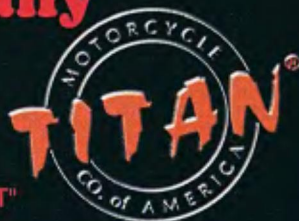
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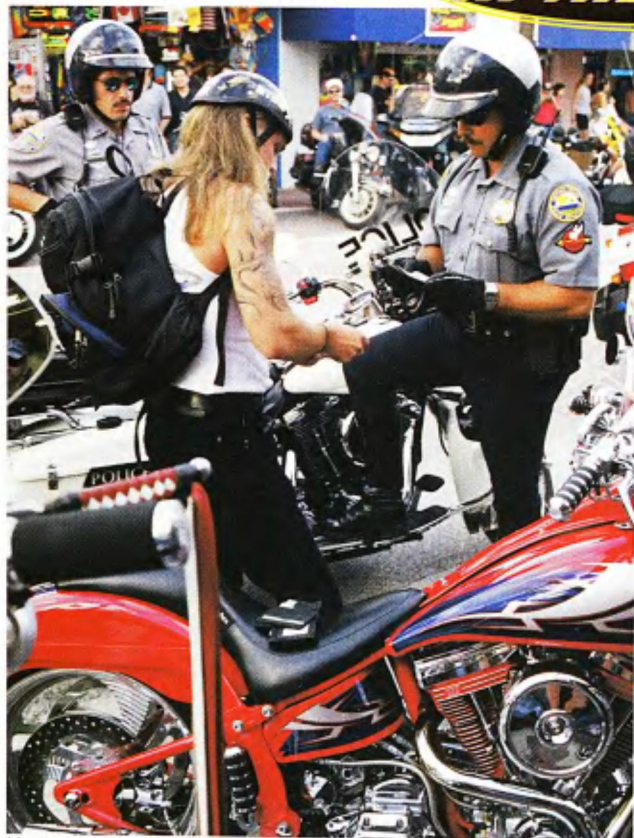




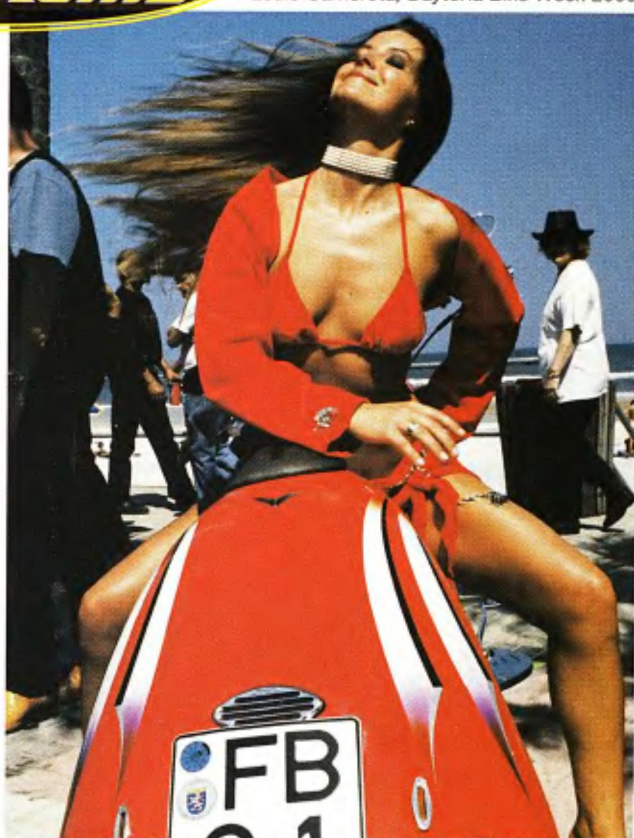
**IN THE HIND**

Sun, fun, boobs, buns. Gotta love it.

—Louis Camerota, Daytona Bike Week 2000



Nothing can stop the Tattoo Police. —Rick Koury, Daytona 2000.



New outdoor toilets thrill Bike Week babes.—Fred Stoll, Holly Hill, Fla.





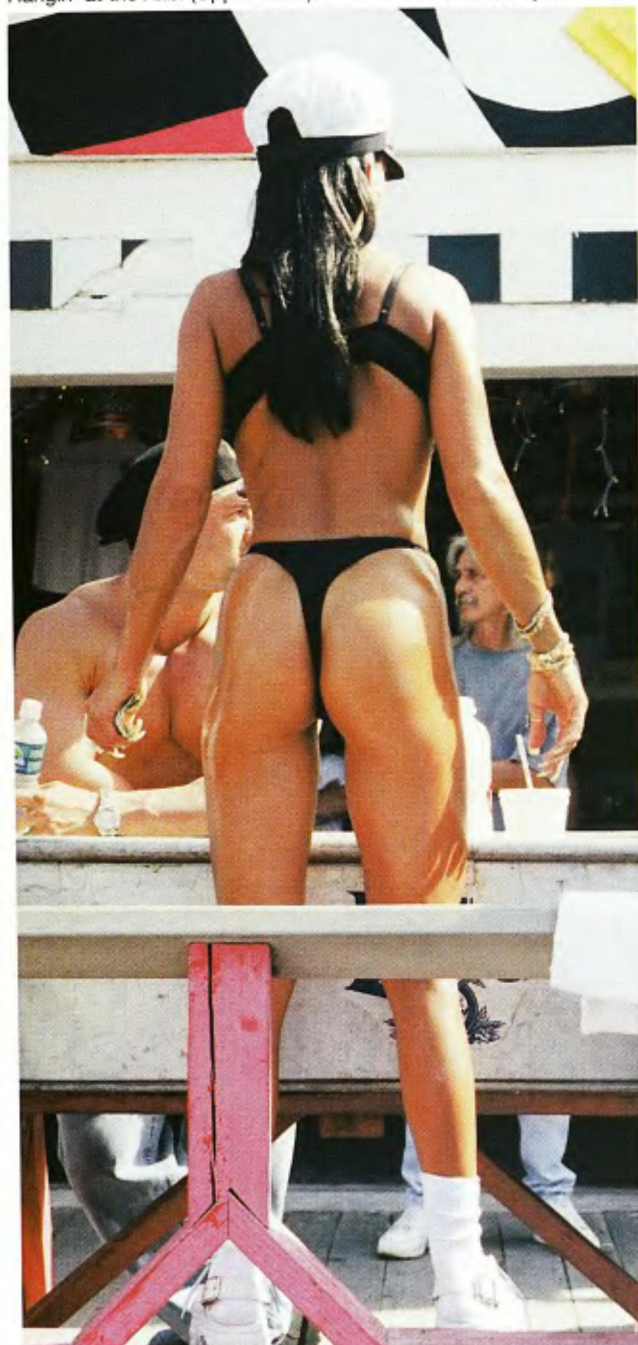
Hangin' at the Alibi (Upper Deck).

—Mark Cole, Daytona 2000



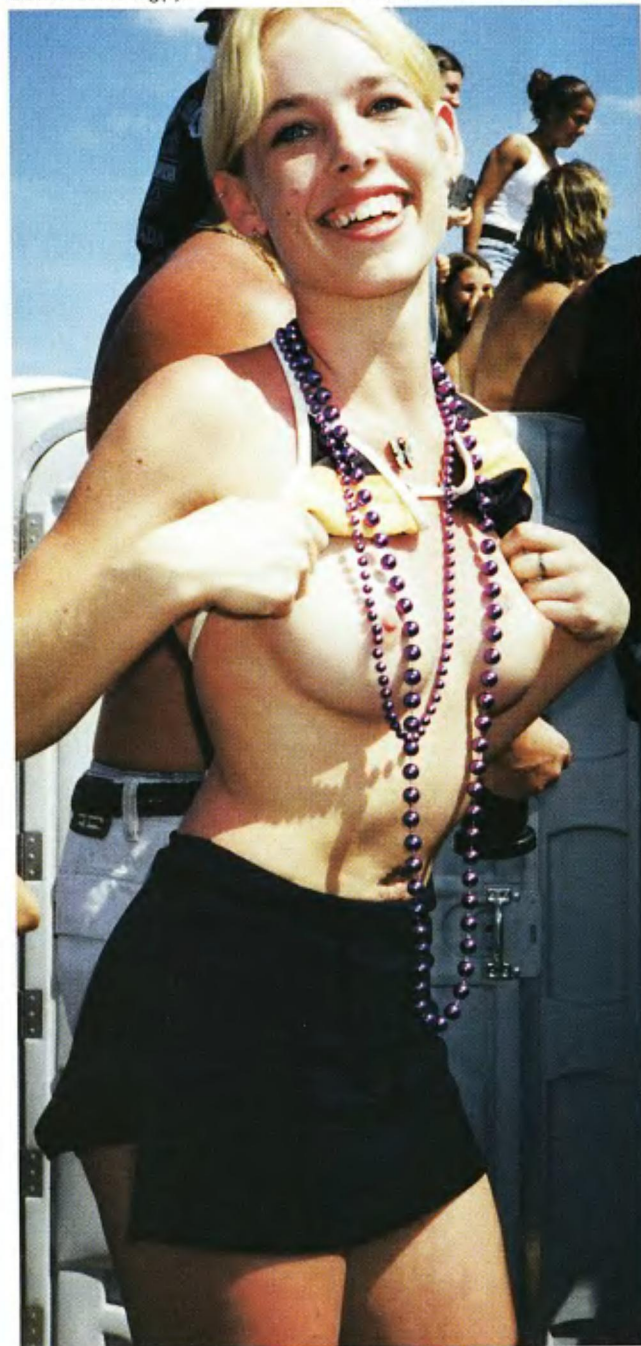
Gettin' some leg(s).

—Jon Thielmann, Delray Beach, Fla.



Buns of steel, brains of mush. Who cares?

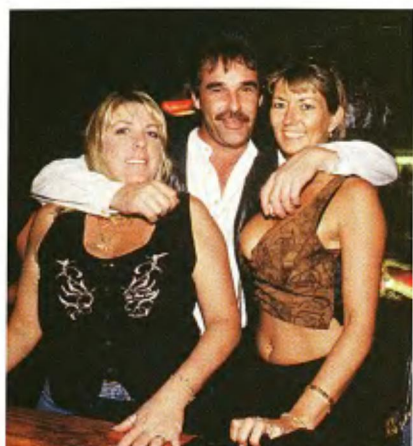
—Jon Thielmann



What tits are supposed to look like.

—Makoman, Daytona 2000





—Mike Lichter, Daytona Bike Week 2000



Tit for tat. —Suzan Klein, at Cabbage Patch



Try the pulled pork. —Jack Pierson, Daytona



Sweet Julie shows 'em off. Yum. —Steve Embling, Daytona 2000



"Polly wanna ... URP!"

—Inv the Perv, Southampton, Mass.





Jill stands above the crowd at Sturgis '99.

—Happy Ring, Ring Racing, West Carrollton, Ohio



Thumbs up for puttin'.

—Terry Orr, Des Moines, Iowa



Jesus, Harley, and the U.S. of A! —Kurt Messner, Cross Plains, Wis.



—Pete and pals, SFPC Toy Run, Pompano Beach, Fla.



Yes, they are meaty!

—Pistol Pete, Daytona Bike Week '99





Now we know what they mean by Super "X."

—Red Dog, Sturgis, S.D.



Mabel Crouse, havin' fun at 91.

—Will Warren, Columbia, S.C.



Ridin' free...sorta.

—Chris and Shari, Fitzgerald, Alpena, Mich.



Frothy discharge.

—Marc Mecca, Elkhart Lake, Wis.



The essence of temptation.

—Steve Nicholson, Marshall, Ill.

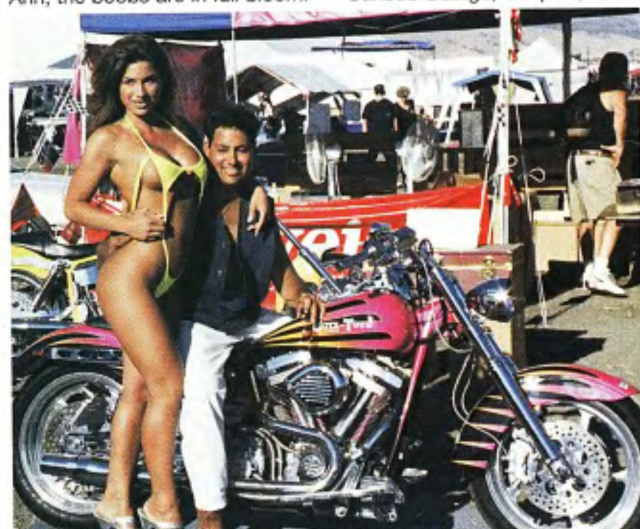




Ahh, the boobs are in full bloom. —Curious George, Gulfport, Miss.



What, me worry? —Debi Bays, Oklahoma City, Okla.



Thoroughbreds. —Marco Antonio Gutierrez, Hollister, Calif.



Wish we were there. —Ken Peters, Fowlerville, Mich.



Buzzards & Sharks. —Mays & Jomama, Bean Blossom Boogie, Ind.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35mm, 2-1/4, 6 x 7, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay \$100 for every full-page color photo,



These guys are a drag. —Steve Gillespie, Danielsville, Ga.

\$50 for half-page color photos, \$40 for color photos printed smaller than half-page and \$30 for each black-and-white picture printed.) Please label all the photographs you send with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). Mail to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. WE NOW ACCEPT DIGITAL PHOTOGRAPHY!



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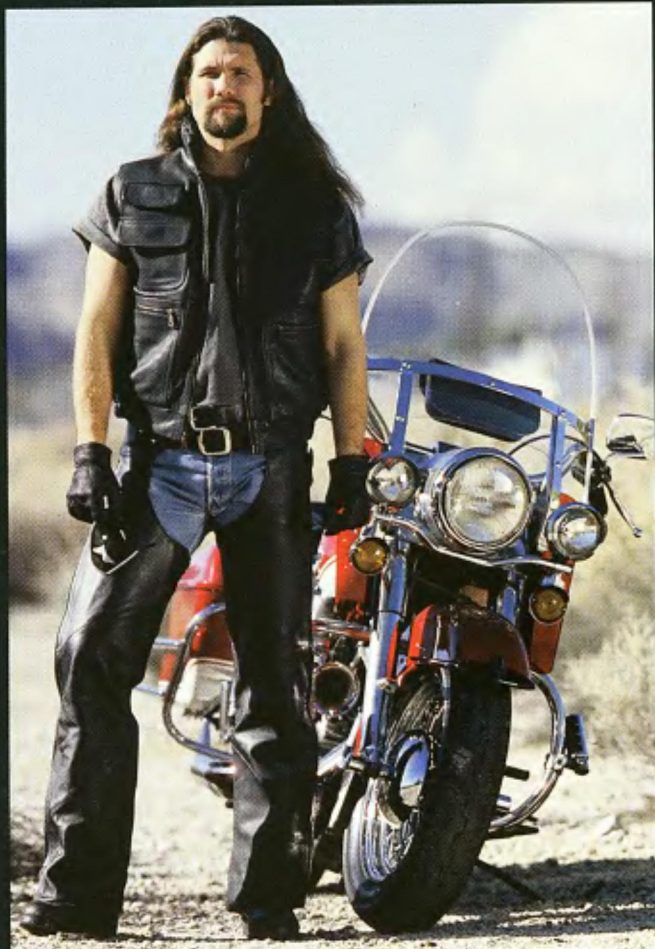
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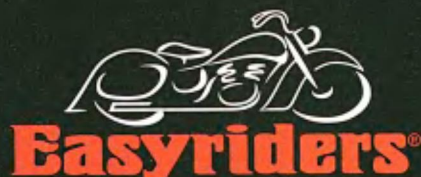
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# Dirt Track Thunder

Assembled in the 1930s with road bike components, ridden to the checkered flag by amateurs on Fairground Class C dirt tracks, they were verified as consistent winners at the granddaddy of all AMA events on the beach of pre-war Daytona by finishing in first place for three years running.



**R**epeatedly outperforming and whipping their arch rival's specially built, full-race, 45-inch Indian Scout, the WLDR was one of the most successful 45-inch sidevalve nonrace bike "racers" ever offered by Harley-Davidson. We're talkin' dirt trackers!

Class A racing (popular into the early 1930s) utilized expensive, limited-edition monster OHV machines, generally provided by the factories to paid professional riders only. There was no room for amateur riders at these events. By the early 1930s, when an economic depression and other factors killed off all but two American bike manufacturers,



Class A racing was disappearing. To keep the sport of motorcycling alive and stay in business, the Indian and Harley factories needed a promotional event to involve everyday riders. Sanctioned amateur racing came to the rescue, re-energizing the sport. First offered in 1937 as a fully equipped touring machine with a hopped-up engine, the WLDR was designed for the new AMA racing Class C, newly opened to amateurs. The original concept was that an amateur racer could ride a street machine to the track, strip off the fenders and lights, and go wheel-to-wheel, kickass

racing with his contemporaries. Into the fray marched the fearsome WLDR. The idea took hold as evidenced by the fact that both companies survived the depression and spawned a new generation of amateur racing.

Two unique features on the '39 model, which you're no doubt glassy eyed over, are the Edison magneto mounted across the front of the engine and its quick-fill large capacity gas and oil tanks. Both features gave their riders the racer's edge. The '39 red-and-black WLDR seen here is one of 18 WLDR and WR











series racers owned and restored by Dale Walksler, proprietor of the Wheels Through Time Museum in Mt. Vernon, Ill. (The WR superseded the WLDR. It was a purpose-built 45-inch side-valve racer introduced in the early '40s.)

Dale spent the better part of the last three decades collecting hundreds of antique and vintage racing and touring bikes, including these ultra-rare racers. The special WLDR and WR racing 45s

Dale unearthed came in various degrees of crunched and incomplete. Gus Karnes, Dale, and a few other H-D specialists at the museum have dedicated untold hours to the complete restoration of these and other legendary machines. All the museum's motorcycles run and are rideable. The Wheels Through Time Museum (featuring over 200 cycles on display) is open to the public, free of charge. Call (618) 244-4118.

—Mike Egan





Owner:.....Dale Walksler  
 City:.....Mt. Vernon, Illinois  
**General**  
 Fabrication:..Wheels Through Time  
 Museum  
 Year/make:.....1939 H-D  
 Model:.....WLDR  
 Assembly:.....Gus Karnes  
 Chroming:.....Brown's Plating  
**Engine**  
 Year/model:.....1939 45 WLDR  
 Rebuilder:.....Dale Walksler  
 Ignition:.....Edison Magneto  
 Displacement:.....45 cu. in.  
 Lower end:.....special Flywheels  
 Balancing:......65 percent  
 Pistons:.....Venolia  
 Cases:.....stock WLDR  
 Heads:.....Hi-Comp aluminum  
 Cams:.....Hi-Lift special cams  
 Lifters:.....solid cam followers  
 Carb:.....M-31 Linkert  
 Air filter:.....original  
 Exhaust:.....Daytona  
 Mufflers:.....racing fishtail  
**Transmission**  
 Year:.....1939  
 Shifting:.....3-speed close ratio  
 Engine sprocket:.....33-teeth  
 Trans sprocket:.....14-teeth  
 Wheel sprocket:.....44-teeth  
**Paint**  
 Painter:.....Mike, T&D Custom  
 Color/type:.....Teak Red and Black  
 Special paint:.....original 1939  
 two-tone style

**Frame**  
 Year:.....1939  
 Type:.....rigid w/single downtube  
 Builder:.....Harley-Davidson  
 Modifications:.....28 degrees  
**Accessories**  
 Bars:.....long distance racing style  
 Fenders:.....racing rear only  
 Foot pegs:.....H-D  
 Gas tank:.....large capacity  
 Daytona Quick-fill  
 Oil tank:.....same as above  
 Lubrication:.....stock  
 Primary cover:.....stock  
 Seat:.....WR narrow racing saddle  
 Grips:.....racing style  
**Forks**  
 Type:.....original I-Beam  
 Builder:.....Harley-Davidson  
 Others:.....one year only  
 '39 Special Ride Control  
**Wheels**  
**Front**  
 Type:.....original hub/brake shell  
 laced into rim  
 Size:.....18-inch  
 Tire:.....4x18 Firestone Champion  
 Brake:.....Internal Expanding  
 Shoe type  
**Rear**  
 Type:.....Star  
 Size:.....18-inch  
 Tire:.....4. 5x18 Firestone Champion  
 Brake:.....Internal Expanding  
 Shoe type  
**Photos:**.....Raiko Hartman



What would happen if Bill Clinton became a priest?

It would give a whole new meaning to the term "stained glass."

Paul Bunyan  
 With Babe

# How Come He's Out Riding ...

# ... And I'm Still Here Cleaning???

"I just don't get it. There goes my neighbor and he started cleaning his bike after I did. He's got a clean bike and I'm not even half finished. What gives?"

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## Meet March's Winner

Once you guys got a look at li'l ol' Ashley from Virginia, the votes poured in, making her your March winner. We figured that so many of you couldn't be wrong, and we flew this Southern belle right out to L.A.—to be shot by David Goldner and drooled over by the entire staff. In fact, certain members of the staff kept her quite busy during her stay here. Seemed like everyone had some reason or other to take her sightseeing in California. During all the tours, we did manage to find out that she's modeled in several magazines, is an up-and-coming feature dancer, and as we all found out, a total exhibitionist! Ashley was more than happy to feature her assets at a drop of a hat. What a giver. Anyway, check her out with Joe Sabol's 2000 Daytec Streetscene on page 99 and see why we had so much fun with her!

—Sherwood O'Dunner



Maggie-Florida

#801

*"I love the sense of freedom when riding. The feeling of the wind in my face and the vibration between my legs is beyond description."*



Windy-Texas

#802

*"I was just a youngster when I took my first ride; however, even at 18, it was the most exciting and orgasmic experience ever!"*





Maggie-California

#803

*"The first time I was on a Harley, it was so good  
I didn't want to get off ... the bike."*



Melissa-Pennsylvania

#804

*"My first ride was on my honeymoon in Hawaii.  
The rumble, sun, surf ... nothing's hotter."*



Beth-Ohio

#805

*"My first ride was scary, risky, yet exhilarat-  
ing and spine-tingling. Kinda like playing  
your last chip in Vegas,"*



Sarah-Idaho

#806

*"On my first ride the weather was hot and  
humid, but the weather wasn't what was  
making me wet!"*



Ladies, make \$500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get \$150 for sending in the photo; the cutie gets \$350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole \$500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all published entries become the property of *Easyriders*, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on

a postcard—or on the back of a sealed envelope—and mail it to #326 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you can begin sending in your votes July 1, 2000. The voting deadline for this month's crop of cuties is July 31, 2000. We'll print the winner in the December 2000 issue.



Here she is, bros, the April 2000 winner in our monthly Fox Hunt, Brittany #402, from Atlanta, Georgia. See more of her next issue.

326

## FOX HUNT

P.O. Box 3000,  
Agoura Hills, CA  
91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization. I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Daytime Phone ( ) \_\_\_\_\_ Evening Phone ( ) \_\_\_\_\_

I am \_\_\_\_\_ years of age, born \_\_\_\_\_

I will pose fully nude \_\_\_\_\_

Model's Signature \_\_\_\_\_

Photographer's Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Daytime Phone ( ) \_\_\_\_\_ Evening Phone ( ) \_\_\_\_\_

Photographer's Signature \_\_\_\_\_

**Don't forget to vote! These girls are depending on you!**

Send a photocopy of your picture I.D. that shows your signature and photo.

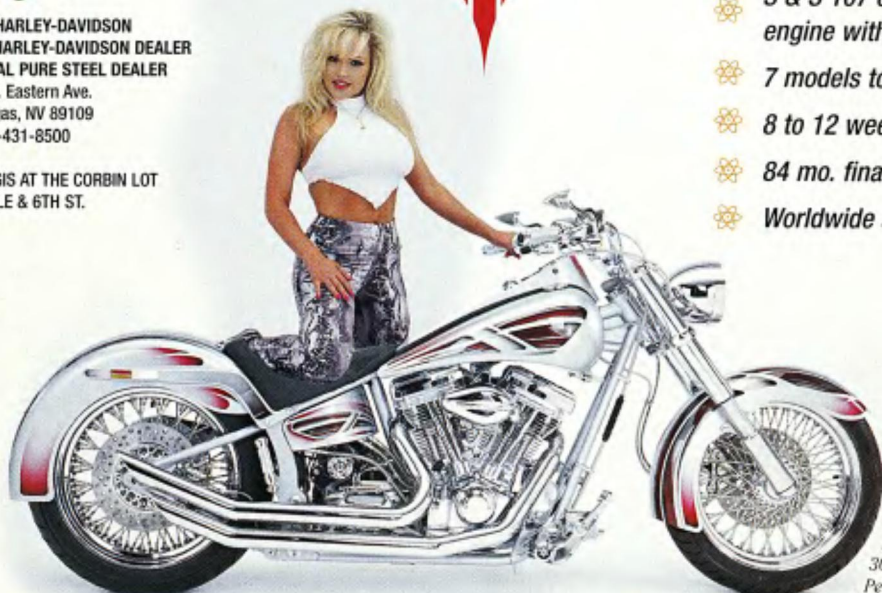
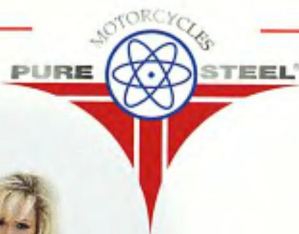
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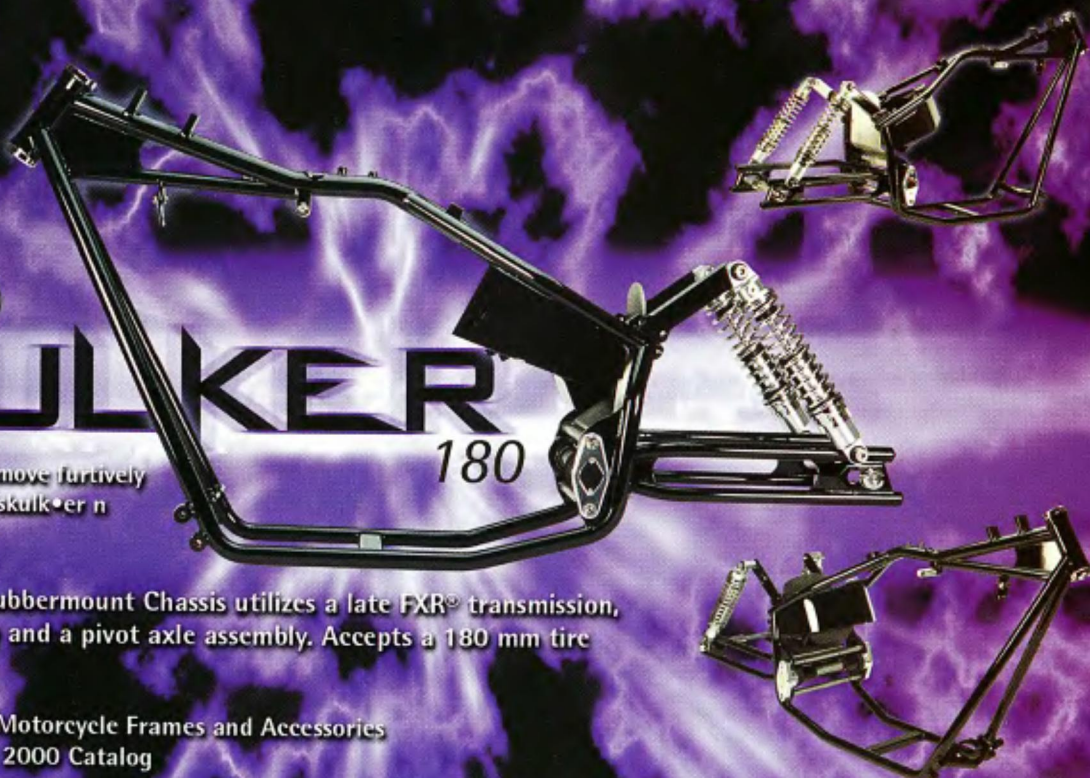
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# The Ride, Part II

HOW A CLASSIC GREENHORN ON A GREEN SPORTSTER BECAME A BIKER

In the summer of 1997, I packed all my shit in my van, stored it, loaded up my '82 Sportster, and rode around the country for three months. I was literally homeless for that time, but it was OK. I had my bike, my writing position as a freelancer for *Easyriders*, and I had faith. Hard combination to beat. I made the trip to prove to myself I could do it, among other things. I also did it to silence any further grief the guys at the office would occasionally give me about ridin' a Sportster. I guess riding it from Maryland to California seven years before didn't count! But that was with a girlfriend, and with a credit card for safety. This trip was solo, no plastic and no cell phone. Another hard combination ...



**This trip was  
solo, no plastic  
and no  
cell phone.**



New tires, chain, plugs, and oil were about all Incentive needed (that and my ever-present Harley shop manual). I'd been given the bike eight years prior by a landlord who wanted to break a rental lease on a house, hence the name. It'd been too long, though, and the little green machine wanted to rock again ... so we did.

I wrote most of *Biker's* 10th anniversary issue to pay for the trip, and Clean Dean Shawler (*Biker's* editor) deserves so much thanks for helping me make it happen. After reading almost 20 years' worth of back issues to research the project, the itch to

with tent and bedrolls. A sleeping bag on the small luggage rack topped it all off. Buncha tools, too. I also wore full leathers the entire ride, to keep from getting dehydrated. Sounds insane, but it worked for me. Those second skins felt comforting on the highway, too. The whole package was quite a sight.

When you rack up over 10,000 miles in three months, it makes it hard to really pick out the highlights. But a few surely stood out, and most important for me was figuring out why I really made the trip in the first place.

## We're Outta Here

Our first stop was to see Mr. Dave Barr, a man who had ridden his big twin around the world and his Sportster across Europe, through Siberia to the Sea of Japan, in the dead of winter. I'd written about his "before and after" Siberia romp for *Easyriders*, and he wanted to meet when I told him I'd be taking a romp of my own.

I spent the night at his place, in Bodfish, California, within the Sierra Nevadas. Wild things still roam the range, so when Dave laid out a cot for me to sleep on, outside, I had reservations. He crashed in his truck camper. It was a weird kind of bonding, but one I'd later more fully appreciate as a test of things to come.

Next day, Dave gave me a yellow quartz, given to him by some Russians on his long haul. They said it was good luck for long travelers. Next to being asked to help spread Rip's ashes over Big Bear Lake (I'm a private pilot), receiving this gift remains one of the highest signs of respect in the bike world I've ever been given.

A few hours later, I stood atop Wilson Pass, overlooking the shimmering Mojave Desert. Like a Texas night sky, this view was big ... and I wondered if I were fucking nuts. I left a good woman, a stable home life, and all the tidings of normalcy just to take a leap of faith. Or was it more than that?

Only one way to find out ...

## California to Maryland

From coast to coast and back, some very special people crossed my path. The roads don't matter nearly as much as who you'll meet on them. In Barstow, I met Roger Stahl, profiled in *Easyriders* as a Special Forces member taking his own leap of faith on his first real long solo ride. We rode through the night Mojave Desert under a huge full moon, lookin' out the way you should for a fellow rider.

A guy named Mario escorted me down the mountain from Jerome, Arizona (two beers at sea level equals four in the mountains; setting up a tent takes a lot longer!). He had a Sporty, too, and he longed to go to Sturgis before his vision completely failed him. I urged him to do whatever it took.

The guys at Liberal H-D (Kansas), took care of me ahead of other bikes, remembering that the rider on the road always comes first. Always. The Reverend, a gravestone-engraving man of the cloth, did his best to convert me



ride was bigger than my common sense.

The plan was to ride to Annapolis, Maryland, then Sturgis, then down to Austin, Texas, and come back to Los Angeles. A cute little 4'11" redhead named Straddlin' Madeline lived in Maryland, Sturgis was Sturgis, and my dad lived in Austin. Four legs, four transformations ...

It was hot as hell in mid-June when Incentive and I pulled out of the *Easyriders* parking lot, loaded up with a duffel bag full of clothes and a second duffel bag

**When you  
rack up over  
10,000 miles in  
three months,  
it makes it hard  
to really pick  
out the  
highlights.**



at a Missouri midpoint roadside rest stop after seeing my haggard ass slouched over a park bench. "You need Jesus on this trip," he offered. "No," I thought, "what I need are a windshield and some floorboards..."

A dude named Lyle, in New Baden, Illinois, offered me safety from a Midwest cloudburst, opening his home and his garage for some valve diagnostics. His shop is old as dirt and has wooden floors. The real deal. Lyle had written an article about bogus shops recently, and he wondered if I was actually with *Easyriders*! Hey, Lyle, it took three years, but the answer is "Yes." Lyle also missed a biker-friendly politician's memorial service to escort my limping bike back to his garage. 'Nuff said.

Just outside Leesburg, Virginia, I stopped to help a guy on a Vespa with a flat. He'd lost his driver's license and rode that fucking thing everywhere in place of his Corvette! After a day of crossing West Virginia, one of the best kept riding secrets in the country, meeting this guy was better than cable!

Two hours later, I pulled into Straddlin' Madeline's Annapolis tree house and ate her alive.

Yes indeed.

## East Coast Hospitality

The li'l girl and I 'bout wore each other out, barely saving the strength for her flight to Sturgis where we would rendezvous shortly. First, the rear head needed a valve job, the result of shit work a year before. Glen Turner (featured on the cover of *Biker* magazine) came highly recommended, and he did all the teardown, fine tuning, and reassembly in his basement—on short notice. The guys at American Cycle Performance (Annapolis) did the head work on equally short notice. Glen and Tom have their shit dialed in, and I cannot possibly express my thanks enough.

The break-in ride out of Maryland opened up around the Cumberland Gap. So did my tranny. Fluid was blowing all over my rear tire, and by the time I got to Morgantown, West Virginia, I was freakin'. A guy I met in a biker bar nearby let me stay at his house and figured out that I'd simply added too much fluid the night before. He offered his home to a complete stranger, letting me sleep in his kid's room.

From there, through Ohio, Indiana, and Illinois to Iowa, it all felt like one long farm road. The backroads, the colored glass garden balls, the trampolines, the faded

crumbling farmhouses, and the windmills (Acro Motor Company, Chicago), all linked a simpler way of life I'd forgotten about, having lived in California for so many years. The smell of rain-damped asphalt steaming into your face at cruise speeds ... that's what you take a road trip for.

Watching a one-armed WWII vet pump gas at a country crossroads gas station, seeing the kindness in a Seven-11 cashier's eyes and noticing her barely covered open heart surgery scar, shootin' the shit with two teenage farm boy powerlifters at a "John Cougar Mellencamp-lookin' gas station" ... that's what you take a road trip for.

Blazing across Clean Dean's home state of Iowa on the interstate was a rolling hill ride fresh out of a picture book. It was all highway from there to Sturgis, only because of time limitations. Give yourself that, if nothing else. Time is far more important than money. You need to appreciate the endless miles of horizon and what's within them, especially the awesome Badlands of South Dakota.

It's a stretch that tested the pioneers' wills about 150 years ago, and it'll still do it today if you try it on two wheels. You head west a ways, then north, and when



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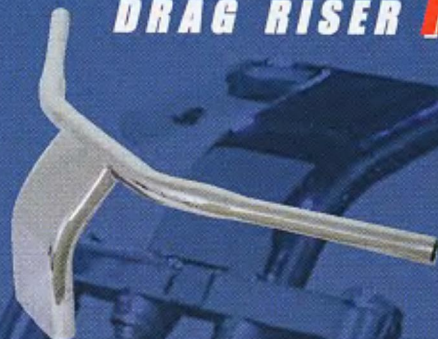
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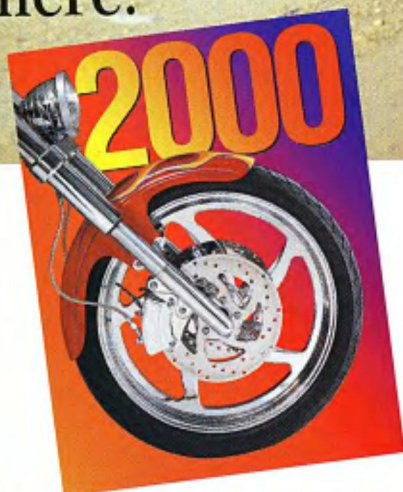
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you roll into Sturgis, you'll never be the same. I met too many people to remember that summer, but a dozen of 'em made it into the Sturgis issues of *In The Wind*. Straddlin' Madeline made that issue too, the ride of her office-bound life! I'll sum up that leg with this thought: The switchback roads leading to Mt. Rushmore are a challenge any rider should try, by way of Deadwood. If you have to ask, get out there and give it a look-see.

After a week of bike madness, Texas was calling ... and I was flat broke. I had to borrow \$100 from Clean Dean to get there. Sturgis to Austin is around 1,400 miles. I got as far as Colorado Springs ... and had to humiliate myself by calling my dad to ask for traveling money. See, here's the thing: He's an alcoholic, has been for years, but he's a brilliant one, and just wasting that talent has killed me for years. One of the reason I made the trip was to build up the courage to go confront him once and for all about it.

I figured I'd make this haul-ass ride around the U.S. of A., show up lookin' like a real man, read him the riot act, and everything would be just fucking peachy. Having to crawl into town sort of undermined the whole plan, you see. Especially when I was stuck there for a month, working things off to repay him, plus make money to get back to California by writing about Sturgis.

Which, by the way, is a neat trick when you mess up Pop's computer the second day you are there and have to wait two weeks for it to get fixed. What's this have to do with a road trip? It's reality. Stuck in Texas, broke, dead computer, watching the old man stumble around sauced every night. I'd rather have two flats, a shot tranny, and a busted jug any day of the week ... in the middle of anywhere but where I was.

But shit happens, and always for a reason. Thirty days later, business was taken care of, but I even had to borrow money to get home. How fucked. How true. And somewhere between California, Maryland, Sturgis, and my hopes, the answer as to why I started the road trip, the real answer, hit me the night before I rolled out.

Next morning, we're standin' in the garden, me in full leathers and chaps, dad in his suit on the way to work. I told him I couldn't control or do anything about his drinking, and then I handed him the yellow quartz Dave Barr had given me several thousand miles ago. I told my dad it was what gave me the courage and confidence to take a leap

and a journey. When he was ready to make his, I hoped he'd think about the quartz, and of me. I also left him with a picture of me on the packed bike, taken in Maryland.

We said our goodbyes, and I was on my way.

### Homeward Bound

Those last 1,450 miles home were the most brutal. One hundred degrees forever, it seemed. Endless stretches, endless thoughts, endless hopes. Somewhere in Arizona, something came together for me, shortly after racing a Sante Fe freight train. Just the two of us, hauling ass west, a dust devil on the horizon, calling two iron horses.

**Next morning,  
we're standin'  
in the garden,  
me in full  
leathers and  
chaps, dad in  
his suit on the  
way to work.**

I needed gas after that, and the nearest station was on a backroad, so I was told. The King Sporty 3.5-gallon tank was near empty as I rolled up to the open gas station and its welcome pump. Serendipity. You get what you need when you need it on the road ... and as I did, the odometer hit exactly 10,000 miles, to the tenth.

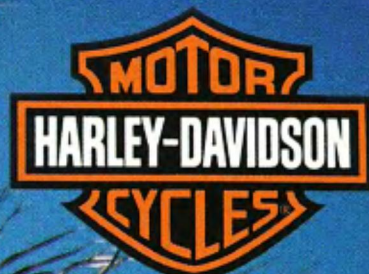
And for myself, I learned that the bigger lesson is about giving, not getting. I hoped I'd get a magically and instantly sober dad. I never gave up that hope. But you can't get from people if they don't know how to give ... so you have to show them by example. I received plenty of it from strangers, and in the end, that's what I passed on. That's what I learned.

The true gold about a road trip is about the people you meet on the road. I met the guy I knew seven years ago, who quit his day job, sold it all, and convinced a brave and honorable woman to climb aboard a green Sportster and see what was out there. For this trip, that's what I wrote in black magic maker, on a board I used as a kickstand holder: "Out there." I stuffed it under the bungees of my sleeping bag for all to see and follow.

Here, there, it doesn't matter. Just go. Just go ...

—Captain Trash and Incentive





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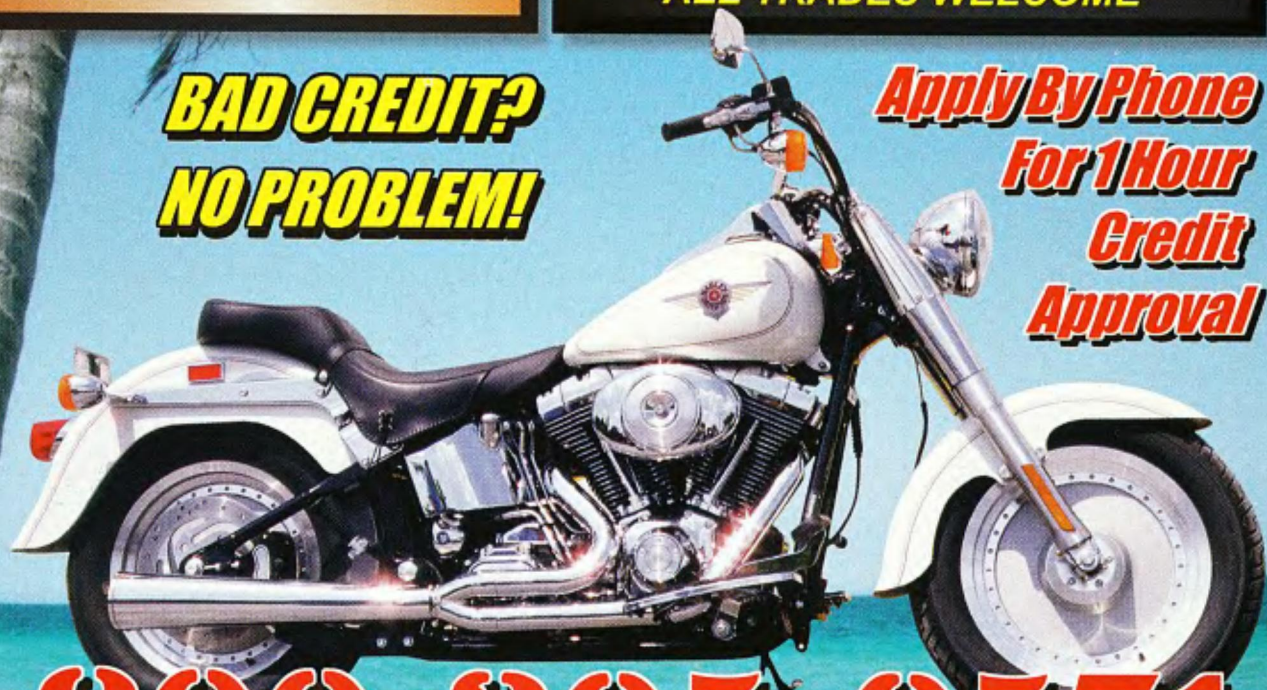
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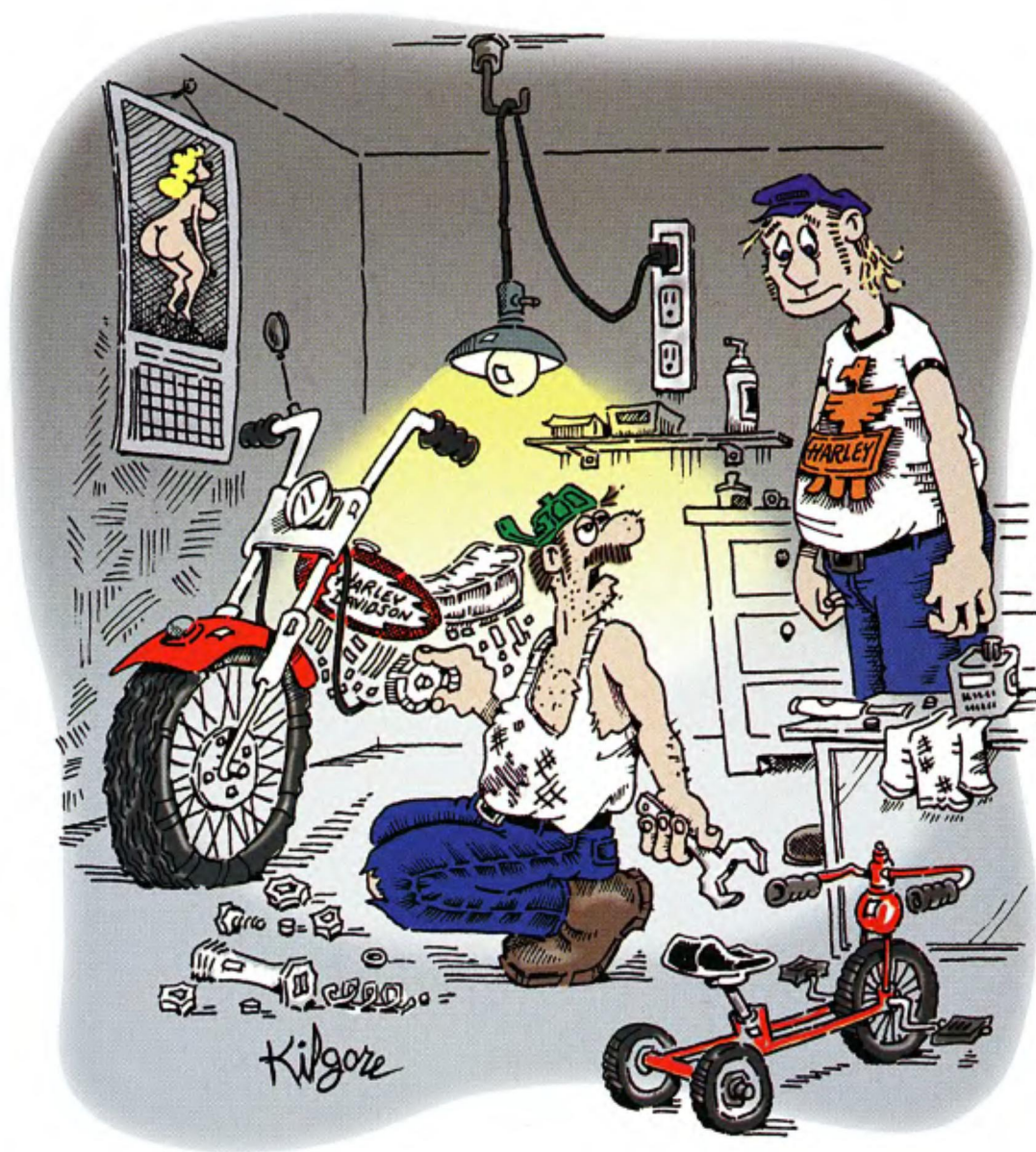
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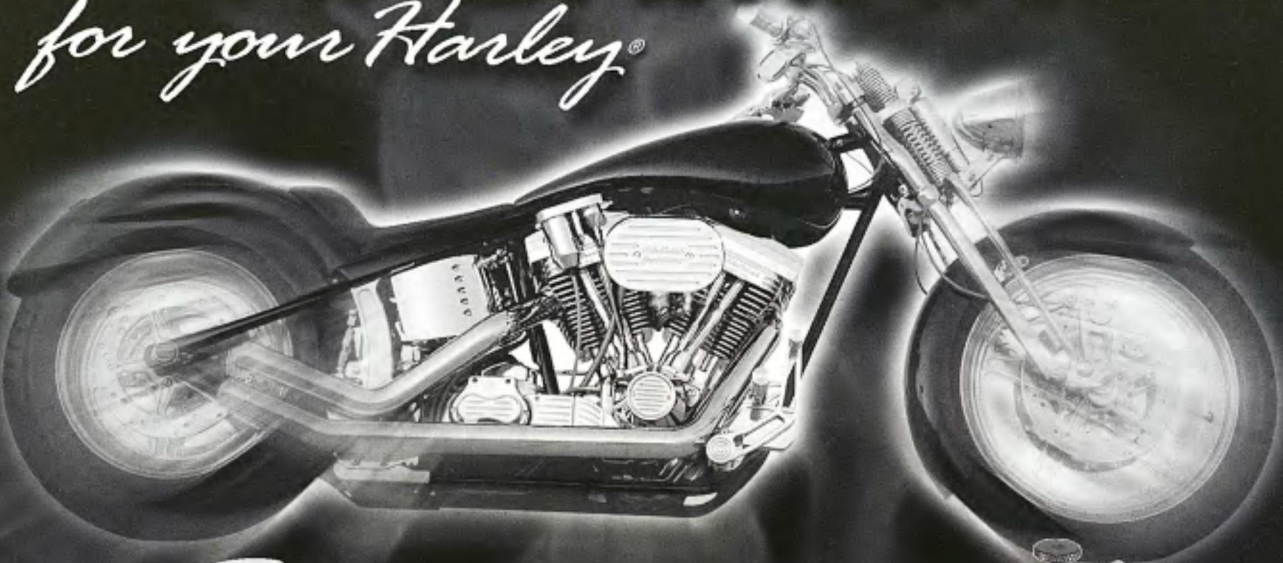




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# Start 'Em Up

When women talk about size being important in a relationship, you can bet that they're talking about the volume of a wallet or the depth of a bank account.

**B**y far, the question that I am asked the most—other than, “Would you mind leaving?”—has got to be, “How do you turn a woman on?” Bros are always seeking out my expertise on the subject, in an attempt to get their women more interested in their favorite off-scooter pastime.

OK, I made that up. Nobody has ever asked me how to turn a woman on because, as a rule, men really don't care. Whether she's into it or not is of little concern, just as long as she's willing to pretend. At least that's the way it used to be.

The modern man is supposed to be in tune with all of a woman's needs and desires. Unfortunately, her desires rarely coincide with your needs and don't tend to come along as often. This leaves a man in a perplexing position and leads me back to my original question. “How do you turn a woman on?” How can you kick start an ol' lady and bring her up to the same cruising speed as an average man? Oh sure, I suppose instead of speeding her up you could slow him down with exposure to cold temperatures and photos of old women in swim suits, but that just seems kind of cruel.

Throughout history man has pursued the elixir that is able to turn your standard issue female into a sex-starved beast. The search for the perfect aphrodisiac has been long with limited results. There's a lot of myth and legend associated with the whole subject, which is why I've taken it upon myself to study the world of aphrodisiacs to find out what works and what doesn't. Here's what I've learned.

Though I've never had any luck with it, a lot of people swear that chocolate has the ability to awaken a woman's romantic desires. Personally, I'm not convinced. The only thing that I know for sure about chocolate is that it makes your mouth feel all slimy and your beer taste like toilet water. And that's not just my opinion. Lab monkeys who were given chocolate also started turning up their noses at beer. You can't argue with science.

From my experience, force feeding you ol' lady chocolate won't make her frisky, but over the years it will give her an ass the size of a canoe. Then you won't have to worry about the quality of

your sex life. You'll be happy if you can just think of a reason to leave the house.

For proof of how desperate the world is for an effective aphrodisiac, one need look no further than our friend, the oyster. Oysters, which are basically clam snot, are said to contain some enzyme or something that sends a woman's libido into overdrive. This is what is referred to in the medical community as total crap. If anyone can offer me proof that oysters work, I'll eat one. And that says something 'cause I'd rather lick the doorknob in a public washroom than eat one of the disgusting little bastards.

The way I figure it, oysters gained a reputation as an aphrodisiac for one reason: From a man's point of view, any woman who would eat an oyster isn't going to be too fussy about what she puts in her mouth.

Those who are into a naturopathic lifestyle might want to give ginseng a try. Ginseng is a dried and ground root from somewhere in Asia, which, when taken over time, is purported to have an aphrodisiacal effect. The problem is that if you want said effect it'll take months—and who has that kind of time to spend on one woman? In my own personal experiments I have found that ginseng has about the same ability to turn a woman on as Ritz crackers, only it's a helluva lot more expensive and doesn't go as well with a piece of cheese.

The old standby when it comes to loosening a woman up is definitely booze. When women ingest alcohol, two things happen. First, their testosterone level rises, which is the same hormone that causes men to be such scoundrels. Second, their inhibitions are reduced, making them susceptible to your advances. True, the uglier that you are, the more drinks you're going to have to buy, but what else did you have to do with your money that's more important?

The only problem with booze is that if she's drinking, chances are that you're drinking too. If you're all liquored up you run the danger that your behavior might cancel out any benefits the alcohol may bring.

Face it, if you can't get lucky when you're sober and trying to be impressive, what chance have you got if you get stinky drunk and spend the whole evening trying to dirty dance with the pay phone.

If you've ever been out in public and seen some old dude being groped on by some 20-year-old hardbody, you've witnessed an aphrodisiac in action. That's right. Money. Cold, hard cash. Women are attracted to money like buzzards to old horses. When women talk about size being important in a relationship, you can bet that they're talking about the volume of a wallet or the depth of a bank account.

What this means is that if you're wealthy, even if you're as attractive as a rash, you'll have to beat the ladies off with a stick. On the other hand, if you're financially challenged, you'll be stuck with the last-call leftovers. Life is rarely fair.

But even if you're poor, you're not beat yet. There's one aphrodisiac left for you to try, but it's harsh. Much more work than chocolate or clam squeezings, but also much more effective.

Next time you're trying to impress a special lady out of her underpants, instead of going out for an over-priced meal at some fruity-tooty restaurant, go back to her place, put on some soft music and do the dishes. Maybe snake out the toilet or clean those barnacle deposits that grow around the bathroom taps. Nothing makes a female quiver like the sight of a man doing woman's work. It may seem demeaning, and you may wonder if it's worth the effort, but you have to keep your eye on the prize. A little bit of hard labor in exchange for a night of slap and tickle is a small price to pay, especially since we've already established that you're desperate. Seriously, if you weren't desperate would you be getting your romantic advice out of a biker rag?

Yeah, that's what I thought.

—Greg White





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It used to be about brotherhood. Somewhere, shit got just a smidge outta hand, and who the hell knows why. Things just do sometimes, and maybe it'll all hurry up and get back on track soon. But some guys never forget or lose their way. Rick Jackson and Joe Sabol are guys like that.

Rick owns Valencia Body Works in Valencia, California. Joe owns J.S. Customs in Winnetka, California. The men have known each other for 30 years, growing up around bikes, building 'em, and eventually owning a bike building shop together. Rick's first scoot was a '37 Knucklehead, and the three Harleys that followed were all built in the co-owned shop.





Rick stepped away from Harleys 15 years ago and eventually got into racing alcohol funny cars. Joe moved outta town, and time just sorta froze in a way. He and Rick stayed in touch, and five years ago, Joe headed back to Southern California.

Hey, be patient. What's your damn hurry? These kinds of stories don't just fizz outta the can like a shook-up six-pack.

Recently, a certain itch crept its way back into Rick's soul, and he started talking with Joe about this and that, leading back to the fundamental fever we all return to. It eventually became a plan, and the plan became a bike ...

"I had a definite thought in mind," said Rick. "There's so many times you might go to a bike shop custom fabricator and he gives you his interpretation of what he thinks you want. With Joe building it, I knew I would get what I actually liked, and I knew what I wanted from the very beginning."

The mid-high range Axtell 600 lift cam, coupled with a 6-speed RevTech tranny (recommended by Charlie at Motorcycle Goodies), mated well with Rick's power plant needs. At 97 cubic inches, the Axtell jugs, filled with 10:1 J&E pistons, were pumping and sucking like an anxious-to-please prom date. Stock H-D





flywheels and H-D heads (ported by PJ's, filled with Black Diamond valves, Crane springs, and Rowe guides) kept some home brew flavor in the Delkron case configuration. The Crane Hi-4 ignition and S&S "G" carb handled the fire and the breathing requirements perfectly for this two-wheeled kicker of road ass.

But Joe's detail work was only just gettin' started. Welded bosses for running low profile cables, reversed mounts for virgin-tight tank placement, heavily modified gas tanks, hidden wiring down the frame's center post, a magnetic pick-up mounted on the tranny to drive the speedo, a custom seat pan

dialed in to the nth degree, offset laced spokes to run a 200 series rear tire trouble-free ... we could fill pages ...

"Finally, the bike was completely assembled two or three times before painting," Rick added. "The only thing we didn't do was fire it, but we were pretty confident it would not be an issue.

"Joe wanted things just so, very clean. That's exactly what everyone who sees the bike comments on too. It was a combination of what I wanted and his implementation of my ideas," says Rick. "But," he clarifies, "I want Joe to get the credit for the bike." Done deal, brother. Done deal. —*Captain Trash*





**Owner:** .....Rick Jackson  
**City:** .....Chatsworth, California  
**General**  
**Fabrication:** .....Joe Sabol/  
 J.S. Custom  
**Year/make:** .....2000 Daytec  
**Model:** .....Streetscene 103/200  
**Assembly:** .....Joe Sabol  
**Chroming:** .....Distinctive Metal  
 Polishing

#### Engine

**Year/model:** .....2000 Evolution  
**Rebuilder:** .....PJ's Custom  
 Cycle Works  
**Ignition:** .....Crane Hi-4  
**Displacement:** .....97 cubic inches  
**Lower end:** .....H-D  
**Balancing:** .....PJ's  
**Pistons:** .....J&E, 10:1  
**Cases:** .....Delkron  
**Heads:** .....H-D, ported  
**Lifters:** .....JIMS

**Carb(s):** .....S&S "G"  
**Air cleaner:** .....S&S  
**Pipes:** .....Samson, 2 1/4-inch  
**Transmission**  
**Year:** .....2000 RevTech  
**Shifting:** .....foot  
**Paint**  
**Molding:** .....Joe Sabol  
**Painter:** .....Joe Sabol  
**Color/type:** .....the blackest black/  
 Glasurit urethane

**Special paint:** .....basecoat/  
 clearcoat

#### Frame

**Year/type:** .....2000/Daytec  
**Builder:** .....Daytec  
**Type:** .....Softail  
**Modifications:** .....35-degree rake,  
 2-inch stretch  
**Shocks:** .....K.T. Components  
 Sofspension  
**Modifications:** .....AB Tech Flush Axle

#### Accessories

**Bars:** .....California Designs  
**Handlebar controls:** .....Performance  
 Machine  
**Fender(s):** .....Jesse James  
**Headlight:** .....Headwinds  
**Taillight:** .....Jesse James  
**Speedo:** .....H-D electronic  
**Dash:** .....Dave Tuttle, California  
 Chassis Eng.  
**Pegs:** .....Performance Machine  
 (front), Trik-Stik (rear)  
**Electrics:** .....Joe Sabol  
**Foot controls:** .....Performance  
 Machine  
**Gas tank:** .....H-D/Joe Sabol  
**Oil tank:** .....Daytec  
**Oil system:** .....stainless hard lines,  
 Scott at Valencia Body Works  
**Seat:** .....Joe Sabol/Mike Ambrose  
**Mirrors:** .....Pro-One  
**Grips:** .....H-D

#### Forks

**Type:** .....H-D Heritage  
**Builder:** .....Joe Sabol  
**Modifications:** .....Boyd's triple  
 clamps

#### Wheels

**Front**  
**Type:** .....Road Wings  
**Size:** .....21-inch  
**Tire:** .....Avon  
**Brake:** .....H-D

#### Rear

**Type:** .....Road Wings  
**Size:** .....16-inch  
**Tire:** .....200 Avon  
**Brake:** .....H-D

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 Jim Sullivan (welding), Danny  
 Boys Detail, Charlie at  
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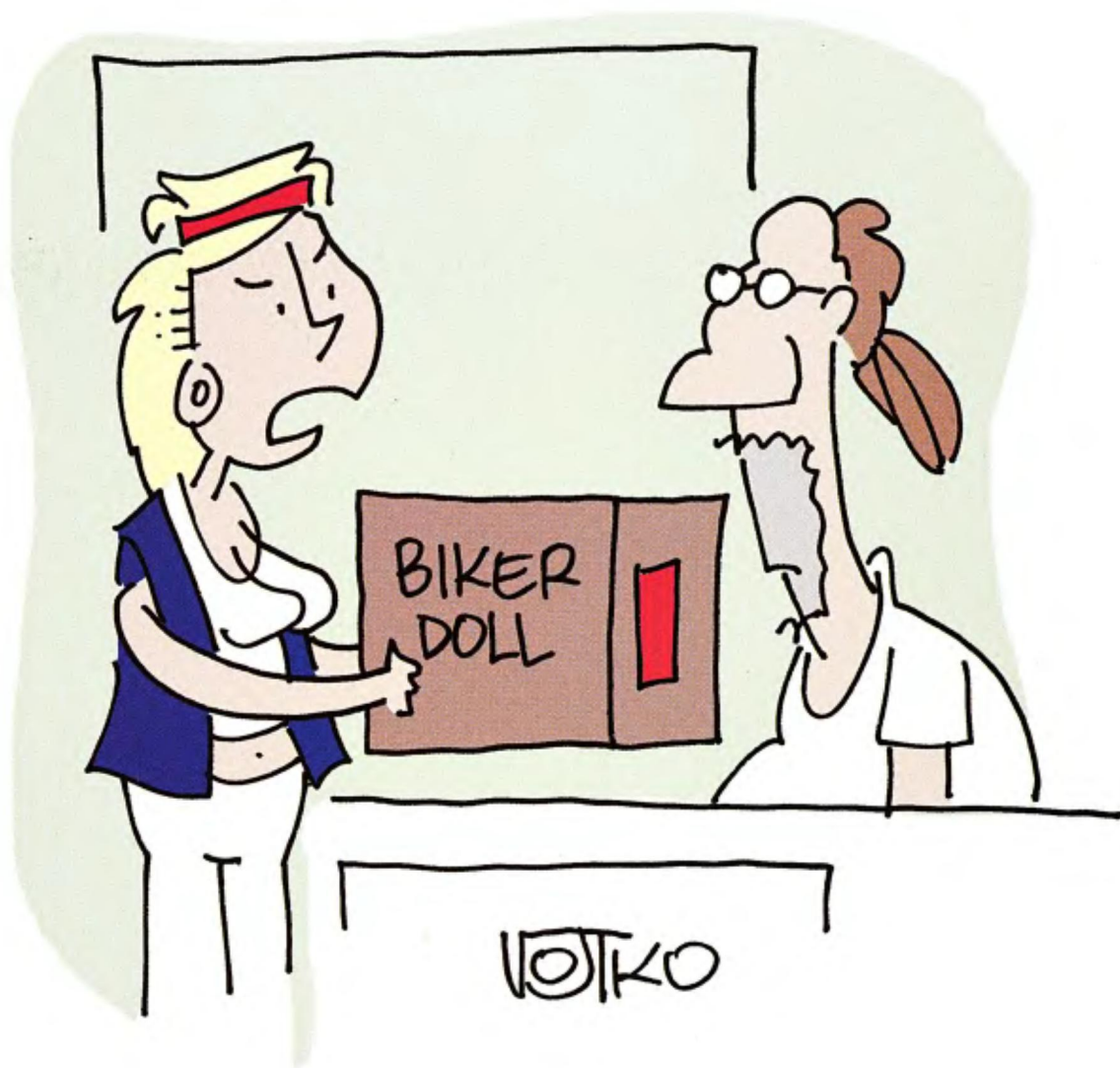
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*"I blow him up and all he does is fart."*



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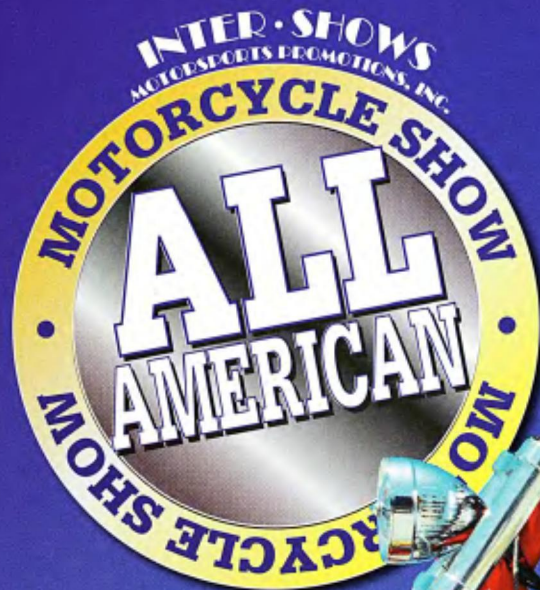
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# Tales from the Other Side (of the bar)

**Stories, views, and observations from a bartender in a biker bar. (Names have been changed to protect the innocent ... and me.)**



The denizens of a little biker bar in Manitou Springs, Colorado. The owner, Rufus, is seen at his station behind the bar.

About a week after I bought a bar in Manitou Springs, Colorado, a local "man in black" (leather) felt he had no other option than to make his escape from a brawl inside the barroom. He was badly out-numbered in the altercation, and it was probably a prudent decision on his part to leave.

Annoyed as I was, the main issue I had with the independent rider was not that he had left the bar, but *how* he had left the bar. In his haste he must have seen the barmaid reaching for the phone. I can only imagine that he assumed she was going to call the police, because he immediately drew a .357 from inside his leathers and proceeded to put a round through the middle of the pay phone.

Annie Oakly, known as "Little Miss Sure Shot," couldn't have done a better job. One shot was all that it took to sever our lines of communication with the outside world.

No one was hurt from this random act of violence against AT&T. However, knowing that I was the one who was going to have to explain how the phone got shot to hell, I felt I had no other choice than to report the incident to the "Manitou Five-O."

The bar I bought was a real bargain; the owners said that they just wanted to get out of the liquor business. I suspect their trepidation was that I would find out the place was a "biker bar." Thing is, I already knew about the reputation of the tavern ... that's actually why I was interested in the first place.

I thought it would be a natural move for me to buy my own place since I also ride and love the biker lifestyle. But after the assault on Ma Bell, I wondered if I had made a good decision or not.

My fears were soon overcome by the routine that everything sooner or later falls into. Every night at happy hour, the scooters would start to line up outside the saloon like UFOs returning to the mother ship ... or maybe bees returning to the hive. Either way, "the boys" were coming home.

I knew the comfort level was getting casual in this home away from home, when all of the good graffiti started to show up on the bathroom walls. One crowd pleaser was, "There is no gravity—the whole world just sucks." An even more profound example, and my personal favorite, "Life is like a shit sandwich, the more bread you got, they less shit ya gotta eat."

As much as I enjoyed the graffiti and would never dream of painting over these pearls of wisdom, I enjoyed even more being able to listen in on the conversations of all the people sitting at the bar.

People have a way of talking in front of a bartender like he isn't even there. I remember two old bikers, Big Lou and Flat Nose Rich, who were belly up to the bar one night. They were talking about women (of course), when the topic of Big Lou's ol' lady came up.

After a swig of Bud and a burp, Flat Nose Rich asked Big Lou, "So, just how long have you guys been married?" The old biker scratched his beard and stared at the cigarette smoke as he exhaled. I can't remember exactly how long he said they had been married; it was something like 20 or 25 years.





"No, we don't wanna see your tits, dude." Ol' Bill is the graybeard seen amid the flotsam and jetsam of bikerdom.



Photo: Rufus

Like biker bars everywhere, laughin', drinkin', and fightin' mix together with the George Jones tunes on the jukebox.



Then Flat Nose said, "Man, you're an old fuck ain't ya."

The old scooter tramp gave him the standard clever come back, "Fuck you!" They both sat in silence for a while. Then a light seemed to come to Big Lou's eyes, as he told his younger partner, "Ya know what? I could have killed her, done my time, and been free by now."

It seemed in my place there were always a lot of the older bikers hanging around. I never did know how long the place had been a biker bar. The building was originally built before the turn of the last century.

Back then, Manitou Springs was kind of a "hole in the wall," a place where a lot of the Old West outlaws came to hide out. I guess Manitou never lost that spirit; it certainly reflected that same spirit in my place.

I remember one other time with two different old guys. They came in after a day of riding up to the town of Cripple Creek, Colorado, a popular ride with many of the local bikers.

That evening a lot of the guys were betting on arm wrestling. I had a half wall between the bar area and the

seating space, and that wall always seemed to promote an arm wrestlin' match or two a night.

The two bikers were just laughin' and scratchin', while watching the wrestlin' and listening to the jukebox. I heard one say to the other, "Ya know, when I was younger, I was one strong sonuvabitch. Man, I would get a hard-on and I could grab it and it wouldn't bend at all. It would just stand there, no matter what."

The other old tramp just grinned and said, "Yeah, I know what ya mean."

Some time passed as they drank their beer and watched the main event, when the older biker turned to the other and said, "Ya know what? I must be gettin' stronger. I get a hard-on now and I can bend and twist that little fucker around anyway I want to." Ahh, biker wit.

I seem to enjoy the older bikers more than the younger guys. The "old guys" were better balanced and more predictable about their passions. For sure, they had better tales to tell.

One old guy that we called Ol' Bill was my favorite.

Bill had been riding longer than anyone



"Hey, bro, did ya hear the one about the cross-eyed seamstress? She couldn't mend straight."

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else around. I can't begin to remember how many different bikes he told me about, or how many places he had been. On Veteran's Day most other guys were talking about Vietnam. Ol' Bohemian Bill, would talk about Korea.

He didn't drink too much and never asked to run a tab. He told me that if he couldn't buy it, he shouldn't drink it. The jokes he told me were old ones by his account, but they were probably thought up before I was born.

What I remember the most about Bill, happened on a night when it was slow in the bar. We were sitting at a spot between the fireplace and the pool table. The few people that were there that night were regulars, so they would just help themselves and leave the money next to the cash register.

As I recall, I was telling Bill about my grandfather. I told him how Grandpa was my childhood hero. He taught me how to work, always had the right words of advice, and was there whenever I needed him.

The air was getting pretty thick as we were getting a little too serious. I decided to loosen things up a bit and asked, "Since you're such a old guy, what're your words of wisdom for me."

Bill didn't take my hint about being too solemn. He looked up from watching the bubbles in his beer to gaze up at the ceiling. He was staring above my head when he said, "I've been to war and to the donkey show in Juarez, and I saw my grandson being born. The one thing that I know for sure is, God never does abandon us."

My mouth must have fallen open as I heard the graybeard's words. I remember closing my mouth and nodding in agreement, as I looked back into his eyes, which were piercing into mine.

I got up from the table and went back to work behind the bar. As best as I can remember, the rest of the night was pretty quiet. I didn't drink much that night, and I went home by myself.

Bill died sometime that night; his ol' lady told me that his liver had just given out.

He was borne of his mother's womb, as we all were, and he died like we all will. But in life, Bill made a decision to adopt a warrior's code of honor. He maintained that code till the end.

He passed on part of himself to me that night, the way warriors do. I'll keep his words and memory part of me until my time comes. Until then ... ride free, Ol' Bill. Ride free, brother.

—Rufus

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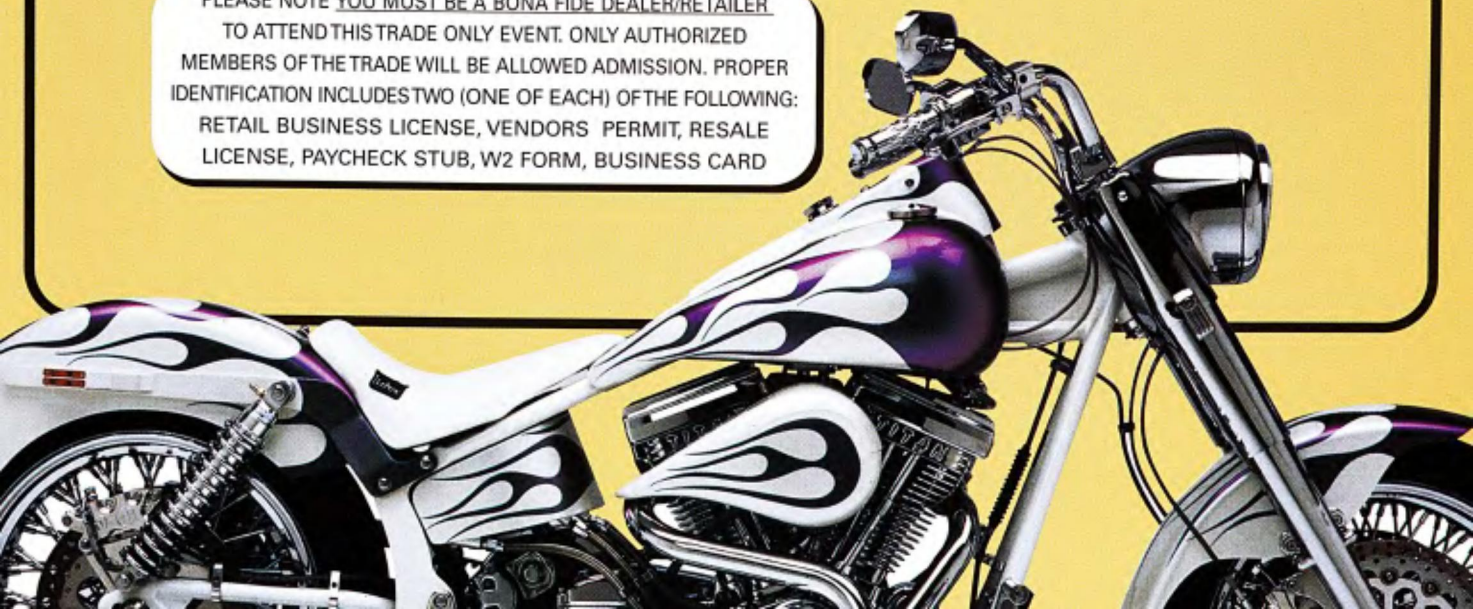
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# Domestic Bliss

You wouldn't be upset if your man wasn't able to be an astronaut; you'd forgive him for that, so let's not split hairs.

It's a simple fact that bikers aren't the most easily domesticated creatures in the world. When you're part of a lifestyle that offers such perks as the wind in your face and lots of scantily dressed companions, most bros just don't see the point in hanging around the house for any length of time. This can present a problem for the homeward bound ol' lady who'd like some company every now and then. How is the average house mouse supposed to keep her man from running all over the place, having fun, and looking for trouble?

If you really want to hang on to your man and keep his scooter in the driveway, you have to do more than leave the door unlocked. You have to make the shack the kind of place he's going to want to come back to and maybe even stay for a day or two. With the right attitude, domestic bliss is within your reach.

The following suggestions should help any woman create the kind of atmosphere a man will be comfortable with. And remember, if your biker isn't happy at home, you're probably not trying hard enough.

## Dress Nice.

When it comes to female attire, most men agree that less is more. We may not know much about the world of fashion, but we know what we like and it usually doesn't involve a lot of fabric. If you're not showing any cleavage, for example, you're off track. Think about it: if your man didn't want you showing off your stuff, why would he keep chewing the buttons off all your shirts?

Now there are those who would say that some things are best left to the imagination, which is true if you're beastly; otherwise, it's best to flaunt what you've got. Leave the imagination to next winter's project bike. They say that out of sight is out of mind. If you're keeping all your goodies out of sight, it won't be long 'til you're out of mind.

## Size Does Matter.

Yes it does. Your size. If your waist measurements are up in the triple-digit range, or you've ever had to be rescued from a bathtub, you may have a weight problem.

If this describes you it's time to take some action. Do something. Quit stuffing your face, wire your jaw shut, walk around the block, but do something. Keep in mind that the reason you've got too much weight on your ass is probably because you're putting too much weight on your fork.

## Put Out.

If you want to chase your man out the door, nothing will do it faster than refusing him favors of a sexual nature. Men react poorly to this since sex is the only reason that men have anything to do with women. I've never known a man who met a woman and wondered what her conversational skills were like. More likely he'd be wondering what she'd look like wearing nothing but rug burns. If you remove the physical aspects of a relationship your man will soon become bored, and a bored biker is usually an absent one.

## Be Forgiving.

Everyone makes mistakes so why should your man be any different? If his mistake happens to involve a younger woman, a bottle of cheap whiskey, and the back of a pickup truck, it's important that you learn how to be forgiving.

Woman would be a lot happier if they thought of monogamy as more of a concept—a neat idea, but virtually impossible to achieve in the real world. Sort of like being an astronaut. A lot of guys would like to be astronauts, but in the whole world there are like a couple of dozen of 'em. Much like monogamy, the requirements for being an astronaut are just too difficult. You wouldn't be upset if your man wasn't able to be an astronaut; you'd forgive him for that, so let's not split hairs.

## Silence Is Golden.

If you're really mad at your man, instead of screamin' and freakin' out, try giving him the silent treatment. Men love the silent treatment because it usually doesn't involve a lot of tears or the tossing of cutlery. He'll still know you're mad, but the whole ordeal will be a lot less stressful.

So if your man does something that really pisses you off, by all means, get as mad as you want. Just don't go making a lot of noise about it—nobody likes a whiner.

## Be Helpful.

Men have a lot of needs—like the need to have someone prepare a decent meal, or the need to have his scooter polished while he catches up on his sleep. If you're not willing to meet these needs is it really his fault if he goes looking for somebody who will?

Just think of all the things he does for you. He lets you ride around on the back of his bike (as long as you don't try to talk to him). He lets you use the remote when he's not at home. He even offered to buy you a vacuum so you wouldn't have to sweep the carpet anymore. What more can he do for you? If he's doing his part to see that your needs are met, shouldn't you do the same? Never lose sight of the fact that a good relationship is a two-way street.

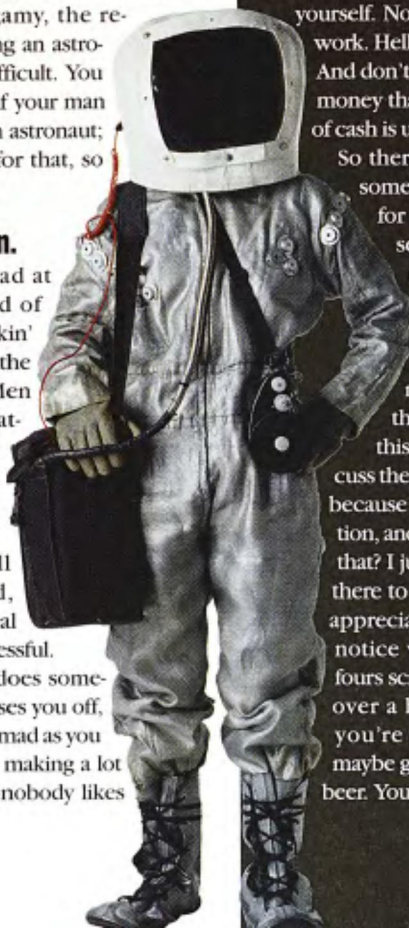
## Don't Be Too Demanding.

Men understand that women like nice things, but if he'd rather stuff his cash into the g-string of some hard-bellied dancer, well, you'll just have to live with it. It's a matter of priorities and naked, gyrating strangers rank pretty high on the scale.

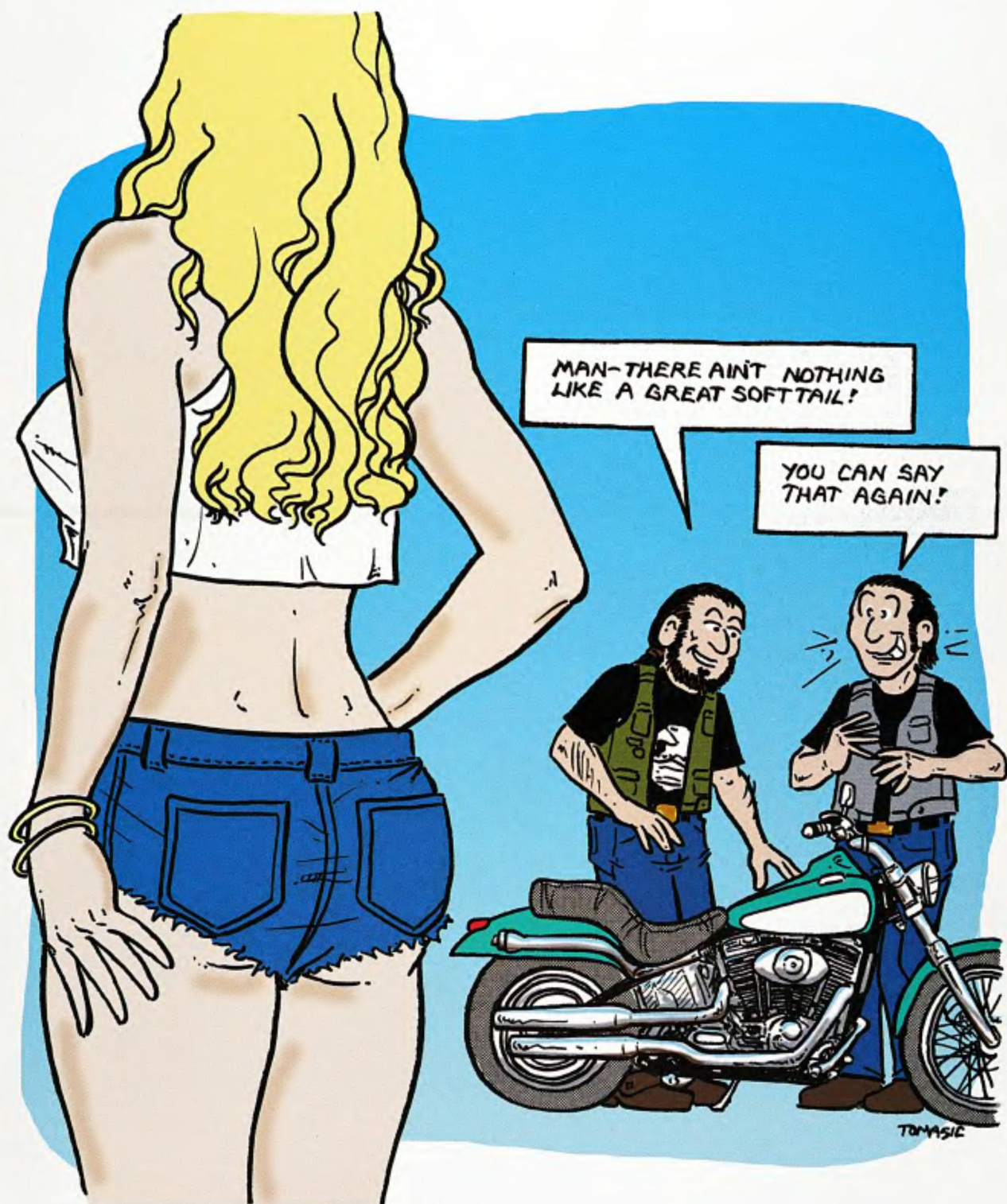
I would suggest that if you want the finer things in life, like diamond rings and running water, you get a job and pay for them yourself. No real man will mind if you work. Hell, he might even insist on it. And don't worry about making more money than him. A woman with lots of cash is usually considered a keeper.

So there you go. I hope I was of some assistance in your search for domestic bliss. The way I see it, if I can improve just one relationship that's one less biker wandering the streets and making questionable sleeping arrangements. I also understand that women need to be told this stuff. Men often don't discuss their needs with their ol' ladies because that can lead to conversation, and what good can come from that? I just want all the women out there to know that their efforts are appreciated. Rest assured that we notice when you're down on all fours scrubbing the floor or slaving over a hot stove. Oh, and since you're in the kitchen anyway, maybe go and grab your man a cold beer. You've earned the break.

—Greg White











A 20-year dream come true: Indian Jeff on his 1928 JD along with Ken on his '38 Indian, headed to Sturgis.



Just a pit stop along the Continental Divide. Life is good!



# 20-Year Dream

SEATTLE TO STURGIS AND BACK ... ON A 1928 HARLEY-DAVIDSON JD

**It was July of 1997.  
I had just completed a ring  
and valve job on my 1946  
white Indian Chief, which is a  
veteran of 17 trips to Sturgis  
and back home to Seattle.  
The Indian had over 128,000  
miles on it, all by me.**



"Uncle Art" Albertson, circa 1930, on a 1928 Harley-Davidson JD.

Since 1973, the old gal has never failed to get me home. On a test ride earlier in the year, a punk kid in a Toyota ran a stop sign, hit me on my Indian, and took off. Since she was damaged, I pondered what to do. There wasn't enough time to get the old gal fixed and ready to go to Sturgis, so I started looking over my other rides. My 1973 Guzzi ... nope too new. The 1936 Indian Chief ... nah! 1944 Indian ... nah! My newest Harley-Davidson, a 1928 74-cubic-inch JD? Fear had been one of the reasons that kept me from riding her there before. A lot of "what ifs?" I finally decided, "What the hell, it's her turn!" Besides, she wanted to see all her great-grandchildren. It really saddened her to see most of them being trailered there instead of ridden. After fitting some Pan saddlebags, packing extras (just in case), and servicing her all over, we were ready. I had always wanted to ride her to Sturgis, but my Indian was more comfortable. Of my 26 trips to Sturgis, 17 had been on my white Chief. I had never ridden a Harley to Sturgis. The only other ancient Harley I'd known of to be ridden to Sturgis was a JDH, ridden by my good friend, JD Cameron. He had ridden it from Long Beach, California. JD used to ride with my Uncle Art many years before. Uncle Art had a 1928 JD—thus my desire to find and own one also. Finally we were ready to leave.

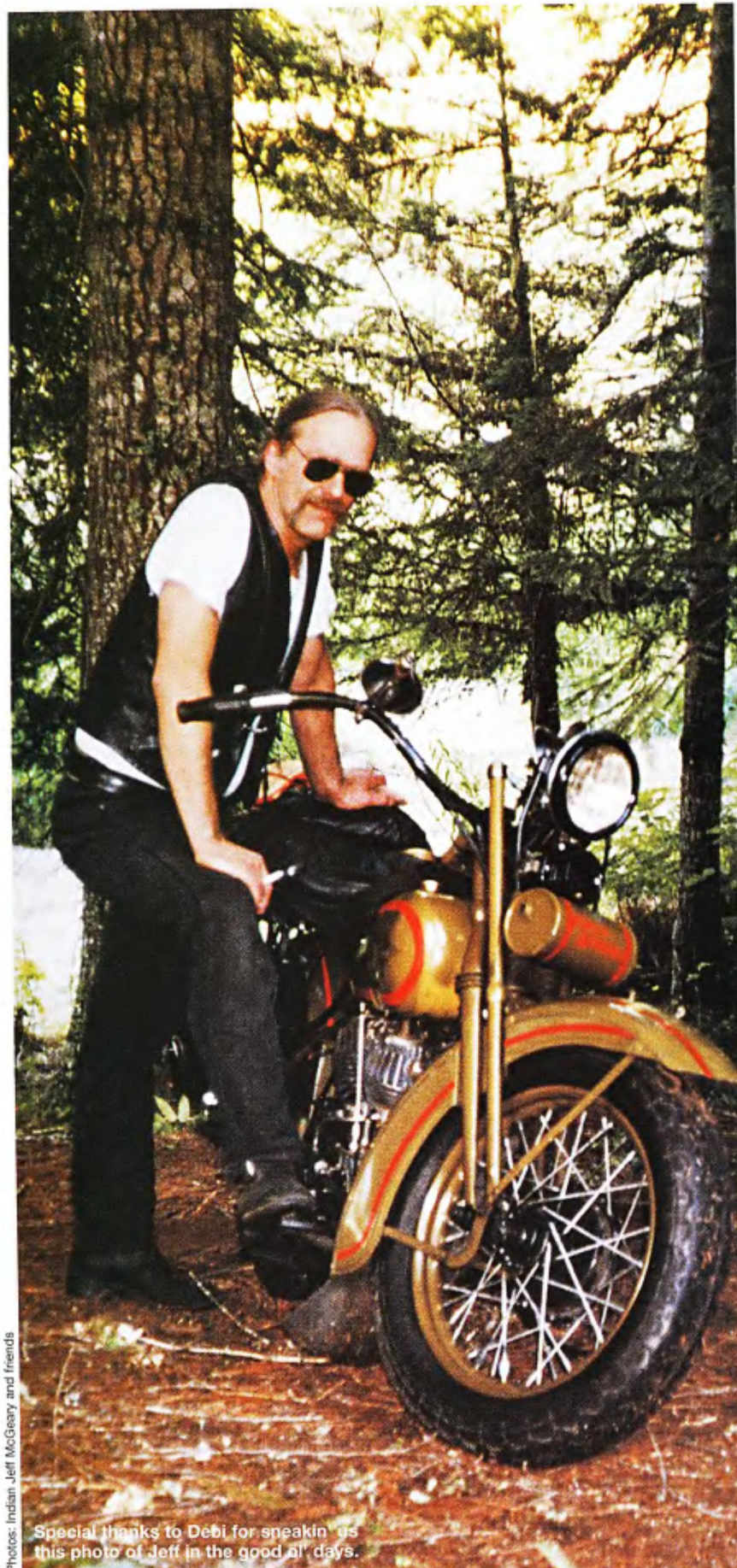
**DAY ONE:** I rode by myself to Dayton, Washington, and spent the night with Bill Waltermire. Bill is an ex-POW and B-17 pilot. He used to race with the last "Indian Wrecking Crew," Bobby Hill, Bill Tuman, and the last man to win a National Race on an Indian, Ernie Beckman. These boys are still alive and are dear friends of mine. Bill told me that it was a sad time for him. While attending the "Over the Hill Gang" reunion, his son decided to do his dad the favor of washing his 1946 Indian Chief that Bill was soon to ride in the parade. Bill was pretty upset. You see, that 1946 was bought new by Bill back in 1946 and had never been washed. It still had the 1946 dirt on it! Bill still rides it, saying, "What else is there?"

**DAY TWO:** That morning, a couple of friends showed up on some new stuff. Ken was on his 1938 Indian and Cookie rode his 1976 Shovel. We took Highway 12 to Lewiston, Idaho, continuing to Lolo Pass Road. It is one of my favorite roads in all of the United States. Some years I've ridden it as many as seven times. We made it to Lovell, Idaho, then stopped to throw out our fart sacks at a favorite camp spot of mine, which is about three miles from town. It's up a paved road that follows a river with white sandy banks. It doesn't get any better than this place. Trust me, with almost a million miles of travel behind me, it rates 10 stars!

**DAY THREE:** We awoke to a beautiful morning. Cookie was standing beside his Shovel when I heard a "klop-klop" noise. Holy shit! Bullwinkle the moose was walking past Cookie and was now about two feet away! Thank you, Mr. Wizard ... Bullwinkle kept right on going! After that, we headed back to town for food and gas. Then off we went. This is where the ride truly started for me ... up and over Lolo Pass and into what is left of America and freedom as it once was in all the states. The plan was to try to get to Jackson, Montana, today. Guess I should have trailered old grandma. She needs gas again! Ah, but she sure does run sweet! She is the newest Harley I've ever owned, although I do own an old one, a 1912 single. But hot-ziggidy-damn, I sure like my new breeze buggy. This new 1928 has a 3-speed gearbox, an air laundry, and a front wheel brake! Just what you need to toy with in modern traffic.

I gave the inlet rocker arms a shot of grease. No, I didn't forget the fork rockers! Topped off the oil tank for the motor. It has a total loss oil system, meaning oil does not return to the tank. It goes out the exhaust pipe and breather to the front chain,





Special thanks to Debi for speakin' us  
this photo of Jeff in the good ol' days.

Photos: Indian Jeff McGee and friends

thus requiring one quart of oil per 150-300 miles. Highway 93 goes through Lolo north to Missoula, or south through Darby and Chief Joseph Pass. We headed south. There was a lot of traffic until just after Darby, but it still beat taking I-90. While in Darby, we gassed up. The next gas stop would be Sula, then Wisdom or Jackson, Mont. Carpets rolled up at dark, so *be prepared!* There is good food in Wisdom, an Art Gallery, and a custom hatmaker shop. To watch a hat being made from scratch is really something! The people in Wisdom are very friendly and welcoming. We made it to Jackson Hot Springs Lodge. From there, we went across the street to Rose's Cantina for dinner and a cold one.

Tim, the owner, is a biker that gives you an honest, good drink for your money and makes *the best* salsa. He also has the best jukebox in Montana. It is usually off—that way you can hear yourself talk. We started to talk with a couple of local ranchers who happened to be drunk. One of the good ol' boys asked me, "What year is it?" So, I told him it was 1997. He asked again, and I told him again! He didn't believe me. Then he told me, "No, no, it's got to be a 1947!"

"Oh, the bike!" I replied. "Why, it's a 1928." Now his jaw was on the floor. He couldn't believe that I rode it *all the way* from Seattle. I told him that I couldn't afford a trailer, so I had to ride. I also told him that since I couldn't afford a new bike, I had to ride an old, used one. He wanted to know if I'd had any trouble with it along the way. I told him, "Oh, yeah, every day. I keep on having to put gas in it!"

Just then a blonde sauntered into the bar. I knew she was special. I went over, sat down next to her, and we started to B.S. I had my dark specs on, so I dropped them down so she could see my eyes and told her that I was coming out of the closet ... "I'd just discovered that I was a lesbian!" She is now in Seattle. She is my wife and angel. Her name is Debi. I told her I would see her on the return trip. I did, and the rest is history—all good.

**DAY FOUR:** We stopped about a mile out of town that morning and I said, "Ain't it great being a biker!"

All my friends could think to say was, "Don't know how you do it."

This was a short day. It was about 100 miles to Virginia City. We'd now traveled 850 miles with no trouble. We took Highway 278 from Jackson to Dillon. About 20 miles out of Dillon is the ghost



town of Bannack. It was the first territorial capital for the state of Montana. It is only about three miles off the main highway and well worth a look-see. History is important. As you climb Badger Pass, from the Bannack turnoff, look at the rock formation ahead of you and on the left side of the road. You will see "Squirrel Rock," so named because it resembles a squirrel eating a nut. When you drop down from Badger Pass, you will see Dillon and the Tobacco Root Mountains. As we rode slowly through Dillon, I spotted an old buddy of mine. He was giving us the "hairy eyeball look," that only a cop can do. We just kept moving.

The next stop, Twin Bridges, for the best chicken at a convenient gas stop. We then took Highway 287, which goes through Sheridan and on to Virginia City. When we got there, we headed over to The Bale of Hay Saloon for a cold one. We hadn't even sat down when I heard a V-twin pull in. Out I went. Well, I'll be dipped in cow pucky! It was Bingo from Bellingham! He rides one of those new OHV Harleys, but that doesn't make him a bad guy. No, not at all. It means he rides new junk, and we get to ride old junk. Why, our old bikes have about 156 years behind them. So, even though he had a new bike, we allowed him to ride with us. Virginia City is plum full of bikes, old and new.

**DAY FIVE:** All was good this day, blue sky and warm. Plus, it was to be a short ride. There were only four of us. After gassing up in Ennis, we headed for JD's H-D shop in Belgrade, which is not far from Bozeman. It was decision time. We rode down I-90 to Peter Fonda's ranch, who was expecting us for dinner and to stay for the night. Was that "stay the night" or "stay up all night?"

**DAY SIX:** We did manage to get a good early start, before noon. This day we had to do a bit more of I-90, but only to Absorke. Then we took a back road into Red Lodge and spotted a NAPA store open. We bought some "710" for the bikes. If you don't know what "710" is, ask an Indian rider or turn this page upside down. Full of B.S. and gas, we continued on and took the 12,000-foot Beartooth Pass and newly paved Chief Joseph Road. The JD pulled this Pass in high gear with only two downshifts, beating the others to the top by about five minutes. I was able to do that because the JD only weighs about 370 pounds and I can reach down and adjust

the fuel mix for the change in altitude.

One fellow rider, who had not retorqued his head bolts before starting the trip, cooked a new top end trying to catch the old grandpa going up one mean hill. They were all loose on both cylinders, one sticking up half an inch. I got him running again, but it had piston slap. I told him that it would still get him to Sturgis, but he was pissed and blamed

me for his trouble, even though I never worked on his bike. He left on it and would not speak to me for three days. You are responsible for preparing your bike for a trip and should not place blame on others for your own mistakes or laziness. Through the years, I've accumulated about a million miles on bikes. I've always taken extra cash with me so if I did incur severe problems, I



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would be able to buy a cheap truck to get the bike home. If alone and in need of assistance, be patient. Eventually, someone will always come along and offer to help you. You should know your bike and be capable of doing minor repairs. Always carry spares! You and your bike depend on each other.

**DAY SEVEN:** I told Bingo that we weren't any closer to Sturgis than we were the day before. He wanted to know why, so I told him we just made a big circle. He got a bit pissed about that and decided to go north to Billings by way of I-90 because we were going slowly. Cookie and I took the back way into Sheridan, Wyoming. As we rode through town, we saw Bingo at a gas station. Yep! It's much quicker to take the highway. We rode up and over the Bighorn Mountains. Once again, old grandma got to the top first. Cookie told me that he was doing 85 mph trying to catch me. The best part? Passing Evos uphill to 10,000 feet on my 1928 JD.

We gassed up and took the old road to Gillette, Wyo. We stayed on the two-laners as long as we could, then I-90 for the remaining 40 miles to Sturgis. Finally there, I went straight to Pearl Hoel's house where I have stayed since 1982.

Her husband, Pappy Hoel, originally started the "party" with other Indian riders in 1938. This is where the boys mentioned in the history books stay. In the garage were about 10 of them, including Jim Davis, Bobby Hill, Bill Tuman, Ernie Beckman, and Dick Klamfoth, the whole "Indian Wrecking Crew." They have never seen me on a bike that wasn't an Indian. What else is there? I got off the '28 Harley and said, "I know you all won't believe this coming from my lips, being a hard-core Indian rider for 30 years. I've toured on Indians, Guzzis, BMWs, and even a Kawasaki, but this old J model is by far *the* most comfy and reliable bike I've ever ridden."

The bike has good power, is very light, and good on gas. Other than having to put gas and oil in it, adjusting the primary chain, and giving the inlet valve rockers and forks a shot of grease each day, it was 100 percent trouble free. Nothing broke or fell off. Yep, Harley-Davidson made one fine machine back in 1928! All American made. I even have real H-D spark plugs, the ones that the "hucksters" want \$50 for. I have a good stash that I paid \$1 each for at Otto Draggers; there was a whole inventory of "days gone by." Up there, time stood still and you seemed to

get lost in it. Too bad the rich have ruined my hobby. Well, I took some more verbal abuse about riding a Harley, but they all agreed that the JD was a damn good motorcycle!

Yes, America used to make damn good reliable equipment, as continued use through the years has proved. If you can get your hands on such a machine, my advice to you is to ride the hell out of it. That's what they were made for! It's the most fun you can have during your short stay on this planet. You will not be able to take them with you into the next dimension. The ride is a lot more fun than watching television. Thankfully, I have been granted the rare opportunity to know the satisfaction of feeling the "life" of an antique machine reawakened beneath me. It is far more satisfying than just looking at a piece of history that has been put in "jail" with a sign reading, "Do Not Touch" on it, simply because of its age ... jailed as a museum piece, yet yearning to breathe life again.

Don't let fear keep you from fulfilling a dream. You will have a wonderful, satisfying experience, an experience that you *will* be able to take with you into the next dimension.

—Indian Jeff McGeary

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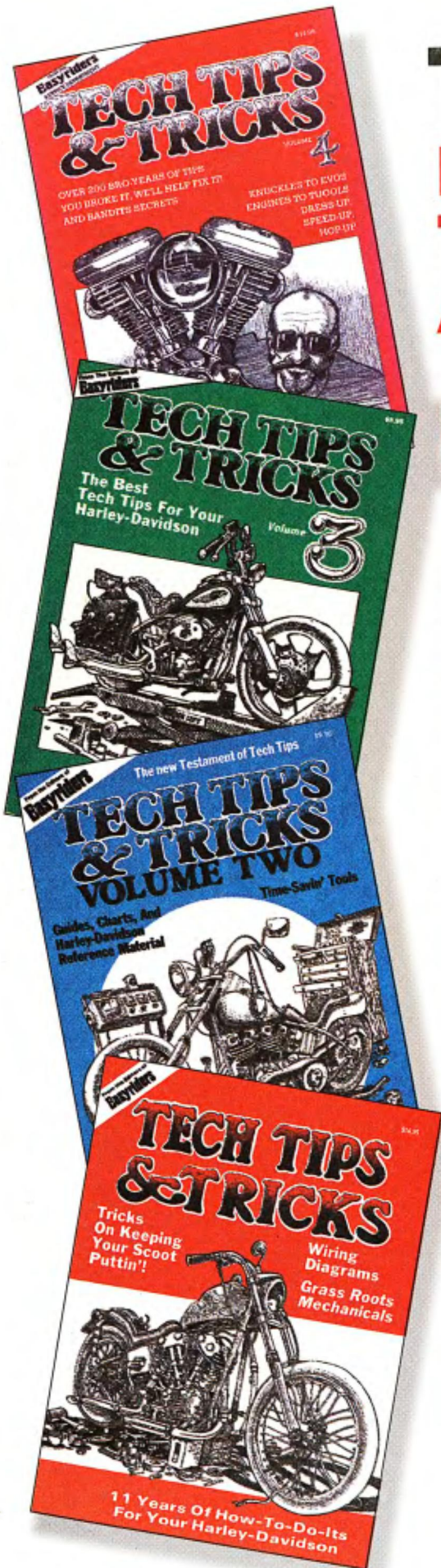
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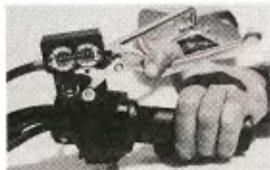
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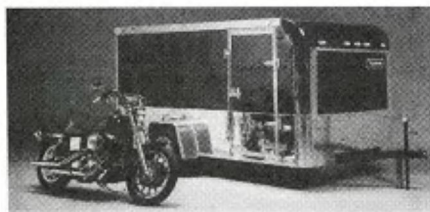
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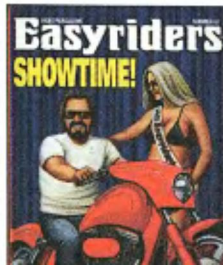
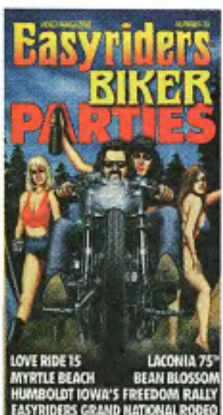
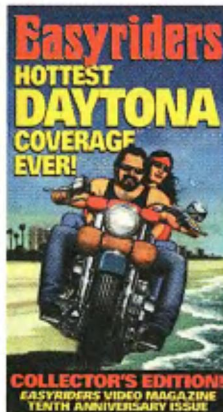
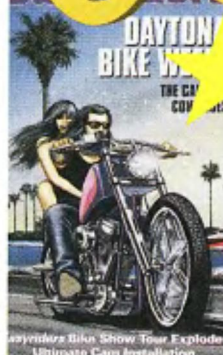
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- ☐ Video 16: Sea of Blue Tattoo Show, Easyriders Invitational '93 Bike Show, Biker Fantasy. Music by Hell Hounds.
- ☐ Video 18: Harley-Davidson 90th Anniversary, Wisconsin Freedom Rally, Philly Toy Run, Senator Ben Nighthorse Campbell.
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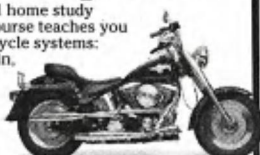
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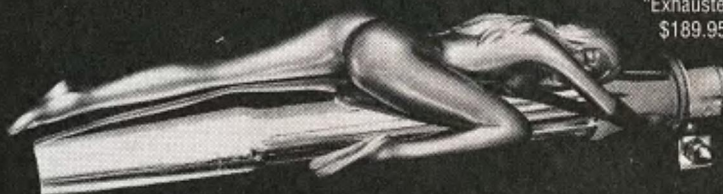
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# TechTips

## Get The LED On Installation Made Easy

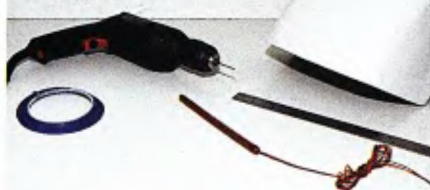
Radiantz in Irvine, California, produces very flexible and bright LED strips that can be installed quickly and easily with no more tools than a hand drill. We followed along with one of their installations just to show you how easy it can be done.

First, determine exactly where you want the LED strip to be mounted. Mark

and center the location. The LED strips have an adhesive back that will stick to just about any clean surface once you peel away the backing paper. Momentarily place the strip where it will be mounted and mark where the wires should feed through. Remove the strip, and, using a hand drill, make the hole for the wires. Feed the wires through the hole and mount the strip. Hook up the wires and you're done. Simple as that!

—One Eye

Here are all of the items to do the job. The fender, the LED strip, tape for marking, a ruler and a hand drill.



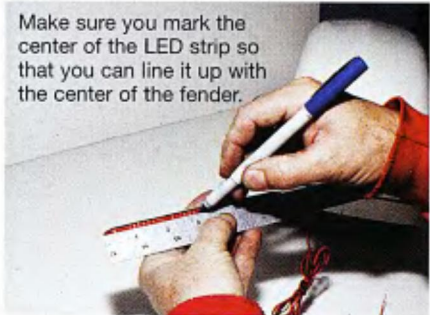
Find the center of the fender and mark it. Also, mark how high up from the bottom edge you want to position the strip.



We used pinstripe tape to mark the installed position of the L.E.D. strip.



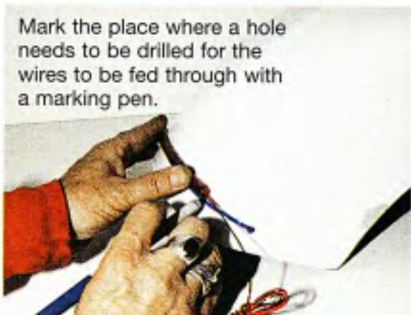
Make sure you mark the center of the LED strip so that you can line it up with the center of the fender.



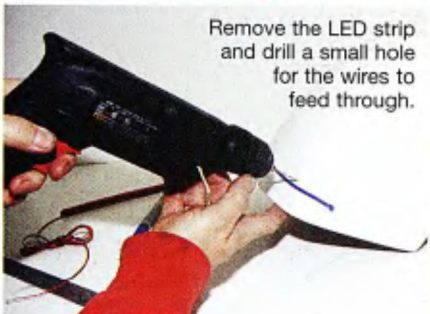
Hold the strip up to the marked position to check for alignment.



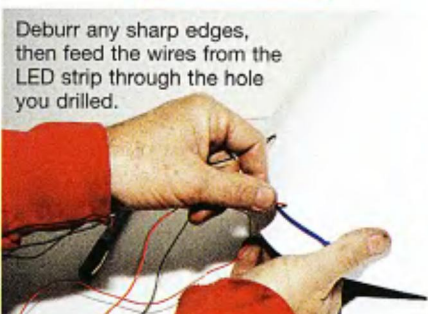
Mark the place where a hole needs to be drilled for the wires to be fed through with a marking pen.



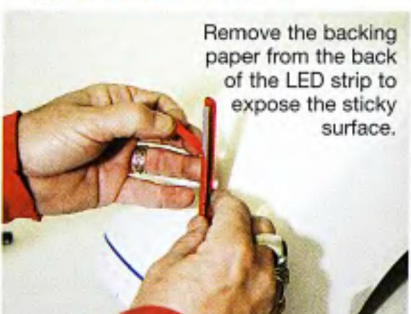
Remove the LED strip and drill a small hole for the wires to feed through.



Deburr any sharp edges, then feed the wires from the LED strip through the hole you drilled.



Remove the backing paper from the back of the LED strip to expose the sticky surface.



Carefully line up the strip with the pinstripe tape and press firmly into position.



Remove the pinstripe tape, clean up any markings, and hook up the wires.



Voila! Installed and lit up. A nice clean job in a matter of minutes.



Photos: John Morgan



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# TechTips

## Finding Oil leaks Solving One Of The World's Biggest Mysteries

OK, you've got your bike all together and looking good ... almost.

No matter how much chrome and paint you've added to your bike, it will never look its best when it has an oil leak. You know, one of those pesky little leaks that after a ride is smeared from one end to the other and you can't quite tell where it's coming from. You wash your bike and look for it ... nothing. Go for a ride and there it is again, smeared all over the place. Where the heck did it come from? Well, folks, we've got a trick way to find that leak thanks to the guys at Damon's Motorcycle Creations, Inc. in Brea, California.

Tom Prewitt of Damon's told us he discovered using household items such as deodorant; that's right, deodorant has come to their rescue on more than one occasion. Tom says that "Soft & Dri" deodorant spray with baby powder



A can of Soft & Dri is the only specialty tool used here.

works perfect for finding those hard-to-detect leaks on your scooter.

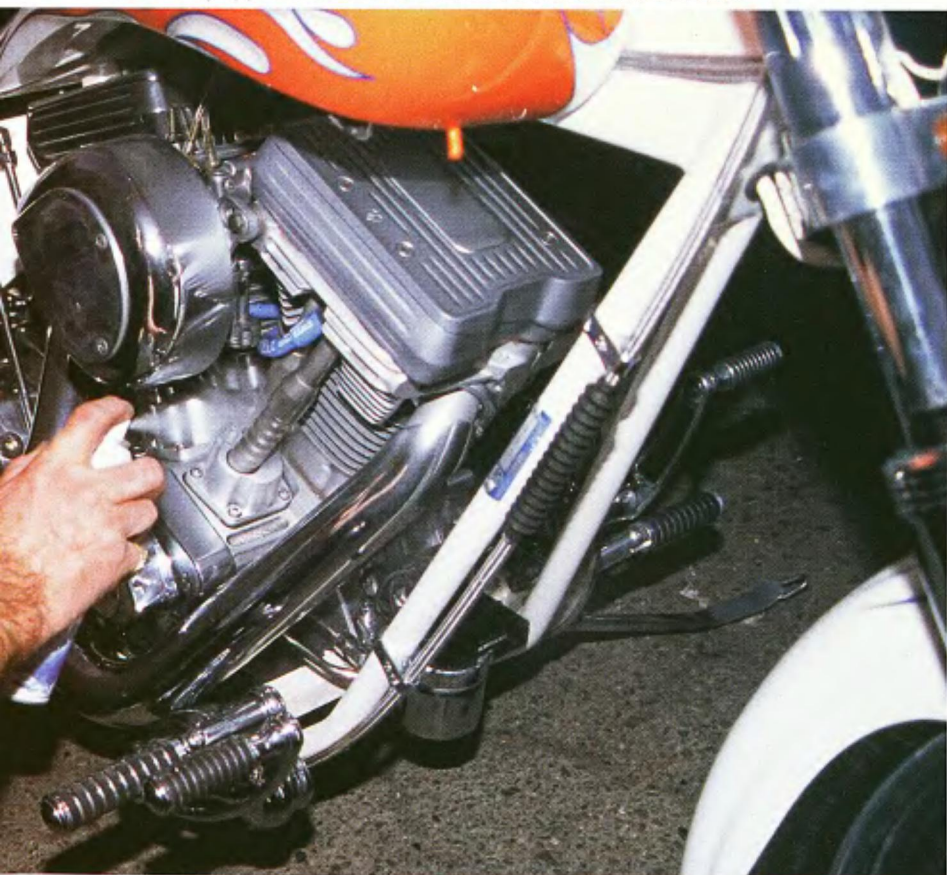
First, you thoroughly wash and dry the bike. Liberally apply "Soft & Dri" spray to all of the areas of concern. Tom sprayed the entire motor and transmission area of the test bike. Concentrate on the







Tom liberally applies Soft & Dri to the entire motor and transmission.



Be sure to get areas like the lifter blocks, pushrod tubes, and rocker boxes.

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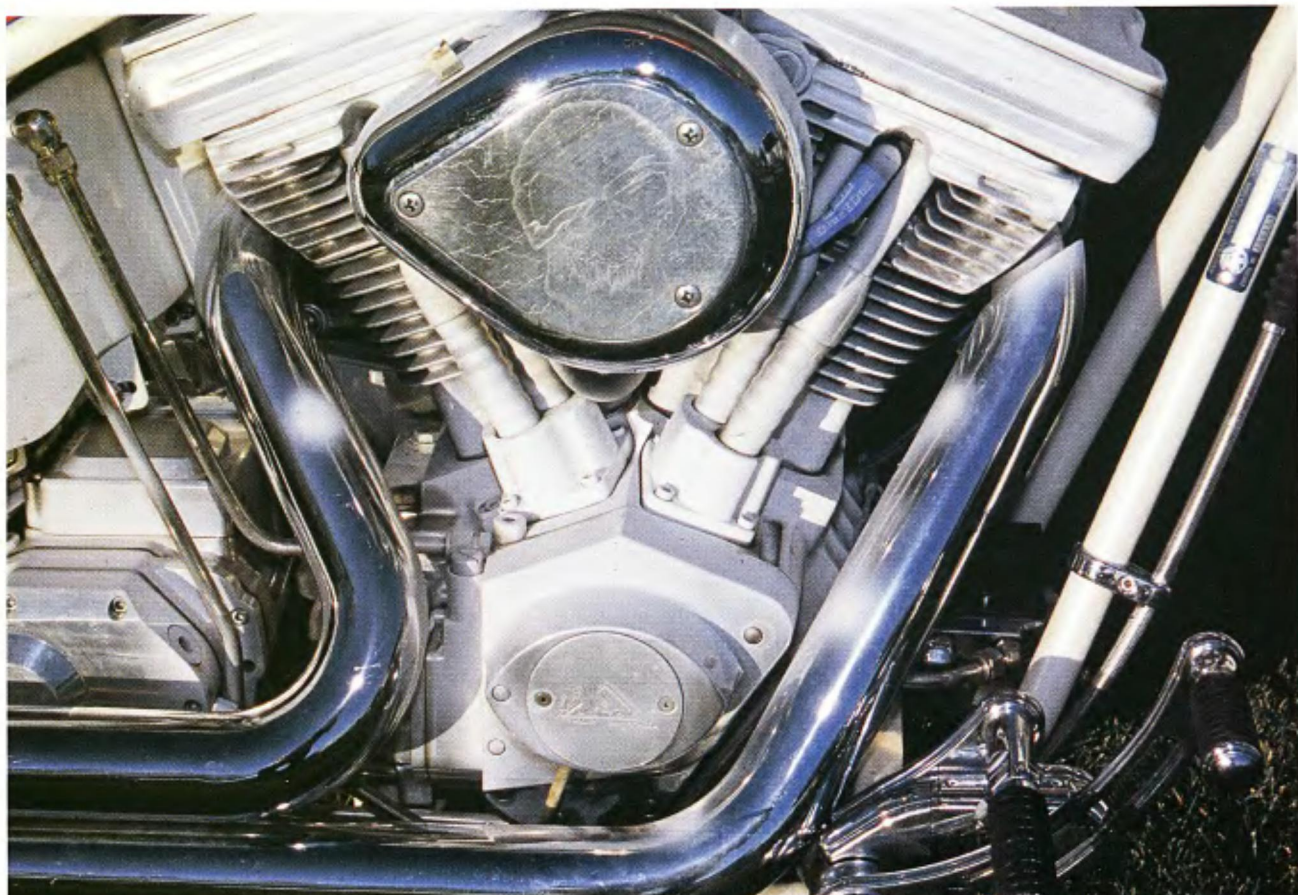
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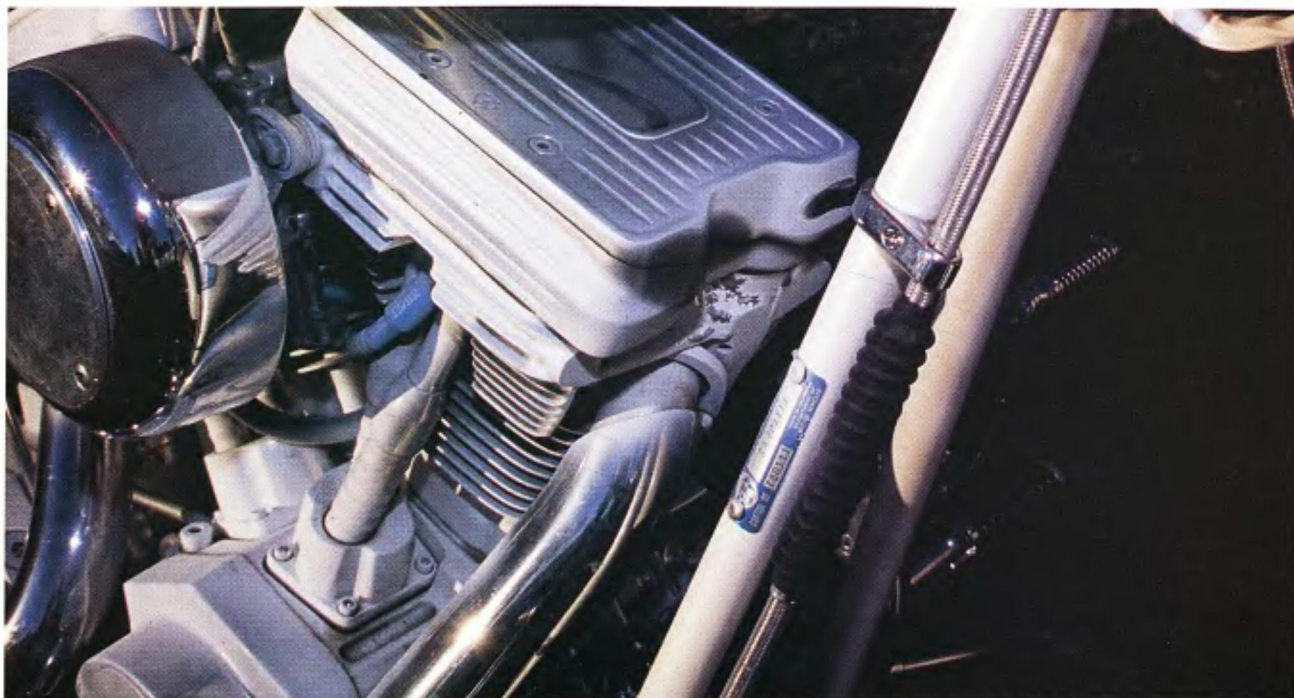


When completely dry, all surfaces should be a dull powder white. If some areas seem thin, apply a little more product.



After a 30-minute ride, we returned and observed how prominently the rocker box leak shows.





Photos: John Morgan

Upon further inspection, we can also see that the base of the front lifter block has a slight leak. This leak never would have been detected without the Soft & Dri touch.

particular areas that are prone to leak such as: rocker boxes, lifter blocks, around the base of the cylinders, and all mating surfaces that contain or propel oil. Once "Soft & Dri" is applied, allow a

few minutes for it to dry to a dull powder finish. Then go take your ride. When you get back, any area that is leaking will immediately turn black. Now we can actually see exactly where these pesky leaks

originate. This is a foolproof method that is very simple to perform and the results are astounding. Now we know precisely where our leaks are and what to do about them.  
—One Eye

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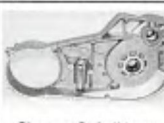
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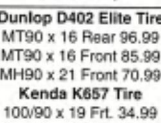
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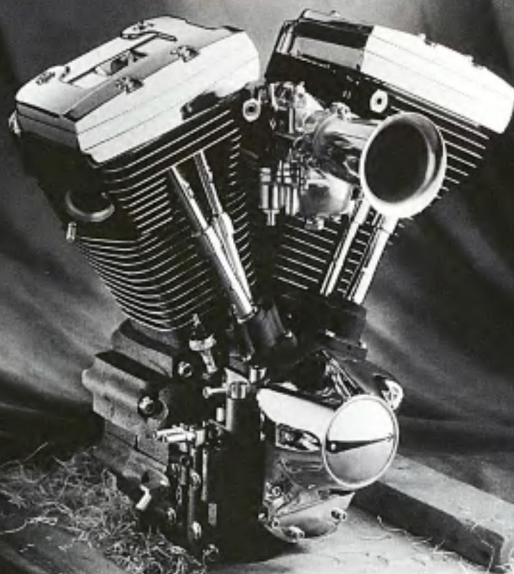


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## TechTips

### Al Martinez Paint & Body Because Stock Sucks

You say you need a nice custom paint job on your bike? Well, even if you don't live real close to Al Martinez Paint and Body in Orange, California, it's worth the ride to get it done, or they can ship worldwide. Their facility is run in an assembly-line fashion that doesn't sacrifice quality for any reason. Al and the gang turn out nearly 100 paint jobs a month, each with a lifetime guarantee. They'll have you back on the road, or ready for the next bike show in no time.

The huge (10,000-square-foot) facility supports 20 or so workers who kick in overtime every week to make sure that you get your bike painted in as little as two weeks. You start off your dream machine ideas by looking at their bike photo books, then get your color scheme from the PPG paint lineup or House Of Kolor catalogs.

Their in-house production line begins

Boring and mediocrity takes a back seat here. As their T-shirts say: "Al Martinez Paint and Body—Because Stock Sucks." Outrageous, flamboyant, kick-up-the-ass sideways paint jobs spell out the creative daily product of 40 years of hard work, ingenuity, and final stamp-of-approval creativity that keeps the customers comin' back for more.

The company was started back in the 1950s by the late-great Al Martinez, who passed the torch to his son, Big Al II (Al Jr.) and his hard-working son, Al (Danny) Martinez III, to build a dynasty respected by other painters and the whole motorsport industry. Danny is the hub in this wheel of fortune, a man who can be at five places at the same time and not break his stride. This entails selling paint jobs, overseeing quality control, dealing with shop orders and customer problems, and networking with industry big wigs.



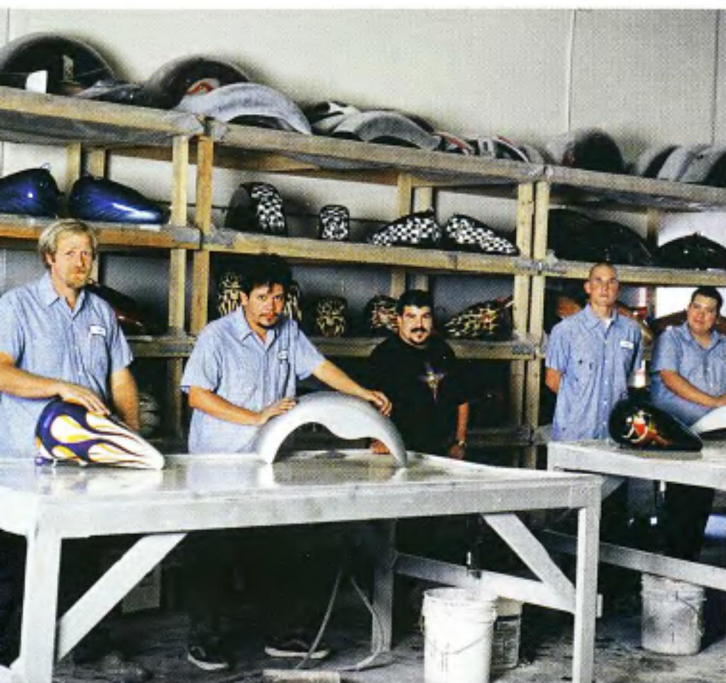
with the fabricators bending your heavy metal (supposin' you want to alter your bike body into shapes that turn heads), then paint prep and primers get the sheetmetal ready for their basecoat guys to paint. Then your paint job goes off to their own airbrushers and pinstripers to incorporate your wild designs, then back to the coaters to clearcoat your masterpiece. When you're paint's done dryin', color sand and buffer technicians perform the finishing touches. The finished product always looks awesome! Now you're ready for the road. Sounds simple cause it was made simple by the Al Martinez Crew De Force.

### The Intershows Factor:

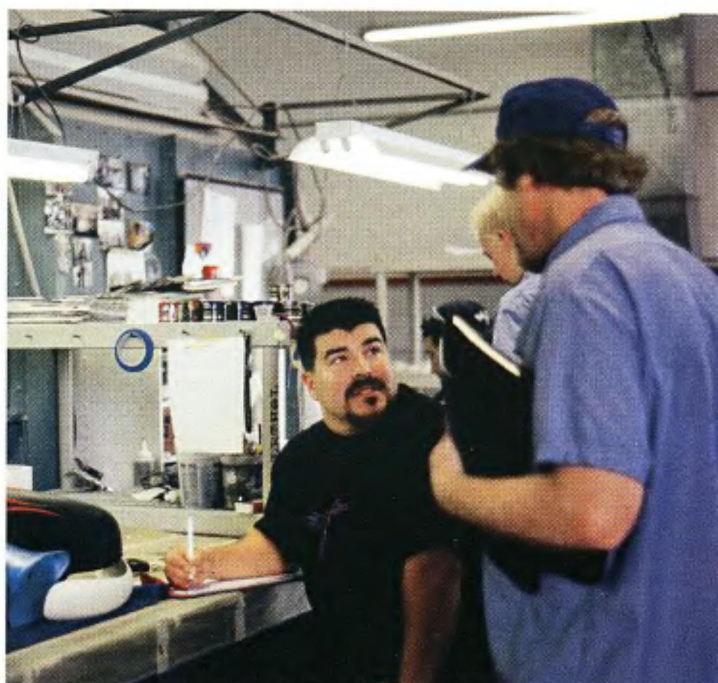
With the help of Danny's mom, Pat, sister, Michelle (Pat and Michelle run the Intershow's offices in Mission Viejo, Calif.), and a group of dedicated employees at the paint shop, this team kicks serious butt. Secretary Jody Johnson keeps the paperwork flowing for the paint shop, under Grand Ma-Ma Carmen's scrutiny, of course. Carmen takes care of business. Maybe that's why Big Al and Danny are easygoin' guys.

Intershows Motorsport Promotions, Inc., produces major motorcycle shows, motorcycle swap meets, truck shows, and VW shows in Southern California.





If you can dream it, the Al Martinez crew can make it happen.



Danny is the one-man-band behind Al Martinez Paint & Body.



Send in your tanks and fenders. Al Martinez Paint ships worldwide.





Pinstriping righteous flames.



The crew also creates one-of-a-kind sheetmetal.



Ahh, the smell of urethane in the morning.



This custom job gets the expert airbrush treatment.



Color-matching is no problem. Nice shoes, Al.



If you live in or around Los Angeles, you'd pretty much have to be living in a cave to miss their famous All American Motorcycle Shows (featured here in *Easyriders*).

What better way to promote Al Martinez Paint and Body than with Inter-show's motor-cirque events. For info on all of the above, visit their Web site at [www.almartinepaint.com](http://www.almartinepaint.com).

—Pete Alva



From classic scalloped flames and pin-up art, to anything you can dream of, these guys make it look easy.



Photos: Pete Alva

One more coat of polish and these babies can rock 'n' roll.



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# ReadersRides



**Angelo Mamone**  
Washington, D.C.  
1961/96 FLH

"Easy Rider is one of the best Harley magazines I've been subscribing to," asserts Angelo. Well, Angelo, despite your obvious ignorance of the difference between a great movie and a great magazine, you do seem to know your stuff when it comes to motorcycles. But then, after 25 years of modifying muscle cars and Harleys, it would reflect poorly on your intellect if you didn't. In fact, Angelo owns AGM Restorations, an automotive restoration shop "where we do steel, stainless, aluminum, fiberglass, carbon fiber, and plastic fabrications and repairs," he says. "Most of our work is insurance collision repair on commuter cars, a few exotics, and, of course, doing Harleys is like being on a paid vacation."

But let's get out of the vacation mode and dig right in: This FL, according to Angelo, is mostly homemade. "The only



Photos: owner

thing farmed out was the chrome dipping (all preparation was done by us, though) and the nitrous motor build," Angelo insists. Furthermore, "there are many hidden and hard-to-find modifications. It would take two pages to list 'em, like the four-inch deep, spliced and leaded front fender with hidden mounts."

Angelo also wants us to believe that "this is the third major rebuild and restyle I've done."

Judging by the technical delicacies contained within this "high-velocity-purple" people pleaser, that might just be true. There are, after all, such

intriguing details like the Zeitz-modified Evo motor, including Zipper's S&S carburetor with Thunder jets and NOS fogger and electric fuel pump, the five-inch Mortar Tubes from AGM Restorations, the Crane Hi 4 single-fire ignition with Hot Wires, and on and on.

"The most enjoyable thing about this bike is the look on the face of the guy with the 45K dollar Merch barhopper when he catches up at the next light after being pummeled by a 'bagger' with the ol' lady on the back!" claims Angelo.

I bet you never saw that in Easy Rider!

—Tripper



# ReadersRides

## Mike Raia Bayshore, New York 1998 Fat Boy

Michael is the silent type. Apparently, he'd rather let the facts speak for themselves than rattle on endlessly about how this is the first custom bike he's ever built and other inanities we so often read on these pages. Good job there, Mike!

—Tripper

OK, I give up. This space needs more words, and I might as well be the one supplying them. Michael "Stretch" Raia owns a limousine service, he's been riding for 10 years, he's had a 1200 Sportster Custom before this, and Mike Terwilliger, the guy who painted this Fat Boy, is now busy painting the Sistine Chapel on some other guy's ceiling. Or something like that.

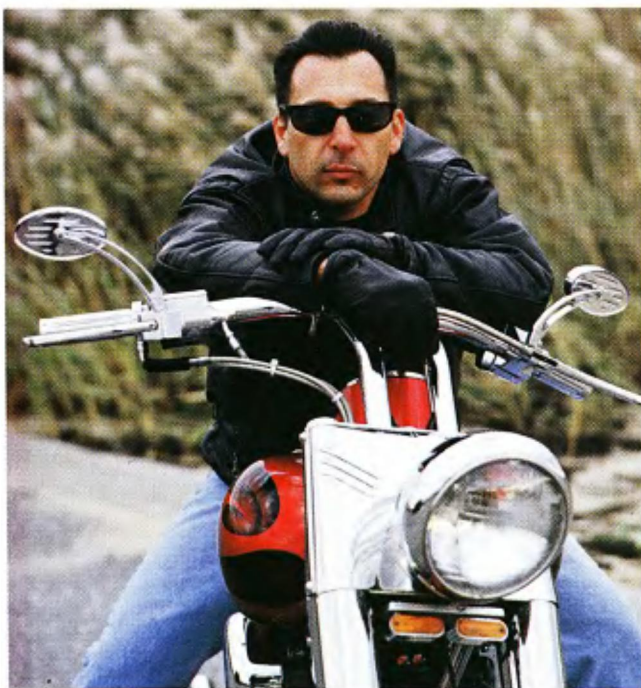
The Fat Boy was built according to Michael's taste and designs. While the motor and tranny were basically left stock, the bike's peripheral accouterments (wow! Nice word combo!) are anything but standard. There are, for example, the modified steel dash from Milwaukee Iron, the steel Wernimount Duster fenders, the stretched gas tanks, the plate holder from Paul Yaffee, the Typhoon rotors, the Carlini handlebars

with risers, the splash guard from Custom Chrome, the chrome S&S air cleaner, the liquid-filled H-D oil gauge, the Dyna dual fire ignition, and much, much more. All this comes to its well-deserved conclusion with the Pro One tear drop taillight, fabricated and sunk into the rear fender by Bourget's Bike Works. Sort of like the dot on the "i".

In summation, I'd say this is the perfect

vehicle for a guy they call Stretch. But wait! Here comes Stretch himself: "I'd like to thank Bourget's Bike Works, East Coast Bikes, and my friend Johnny D., without whom none of this would have been possible." Bravo, Stretch! Beautiful words, so poignantly spoken. Now take your damn Oscar and exit stage left ... oh, wait! Hold it! Aren't you just the limo driver?

—Tripper, again.



Photos: Visual Concepts



**Victoria Walston**  
**Boulder, Colorado**  
**1996 Sportster**

When is enough ever enough? Some folks seem to reach a limit where they say, "Hey buddy, you've done enough for me, thanks." But not the Walstons, oh no! First it's hubby Rich's rigid Shovel as a Reader's Ride five years ago, then comes Victoria with a '94 Sporty not too long ago, then (!) Rich gets a whole darn bike feature for his '98 custom hardtail in our last issue of *VQ* magazine, and still they're hungry for more!

We here at the rag usually don't cater to this kind of flagrant abuse from self-promoting tyrants, but since Victoria has such a nice pair of, uh ..., Sportsters and could charm the chrome off any hardened custom accessory, we figured, what the heck, what's one more time? Besides, you can see for yourself what I'm talking about ... And she even wrenches! She sat next to Rich and dug right in to make sure this Sporty was gonna look just the way she had envisioned it. That means she had a hand in getting the chromed swingarm on, as well as replacing the handlebars, forward and hand controls, the nicely padded seat (from Bitchin' Stitchin'), and all the other little details.



Victoria came into this Sportster the hard way. She was on her previous bike, when "I was going through a green light at an intersection," she explains. "A police car parked nearby apparently had just gotten a call and came roaring through the red light. Rather than hit it, I quickly decided to lay the bike down."

That was probably a smart move, because otherwise she might not be around

anymore to help hubby Rich run their new custom motorcycle shop in their home town of Longmont, Colorado. Steel On Wheels prides itself in being the area's largest retail outlet for aftermarket H-D parts. And with Rich's wrenching ability, Victoria's good looks, and their combined knack for self-promotion, their new shop should be booming in no time.

—Tripper



Photos: Michael Lichter





Photos: Fraser Kitt

## **Slick** **Tauranga, New Zealand** **1975/'99 Special Construction**

Don't you just hate the way some foreigners talk? Especially English speaking ones? You can never understand a word they're saying, 'cause it's in bloody English. I mean, can't they at least try to speak normal American? Everybody else does ...

OK, now that I've created the perfect segue for this little feature, let me talk about Slick's marvelous creation here. Slick is, of course, one of those bloody foreigners, but at least he's got a strong hankering for American motorcycles. And even though I don't speak a word of New Zealandish, I understood perfectly where Slick was coming from.

This is a custom in every sense of the word, and to mention every single item and detail Slick added to this marvel on two wheels would fill volumes, so I can only give you a few. Originally, this was a pile of parts from an "old, cast-iron Sporty which no one wanted. It was basically screwed."

With a keen eye and an astute knowledge of motors, Slick sorted through the pile, kept what he could use and discarded the rest. He replaced everything worn or missing in the motor and added



some extra parts, like a rotary-type fuel pump so this rocket won't starve when the throttle's wide open. To burn all this extra fuel properly, Slick added an extra set of plugs. Instead of the standard ignition, Slick hooked up a "special configuration of twin points utilizing a mechanical advance from a Mazda RX 7." Complimentary capacitors from a Datsun 180B are located near the battery.

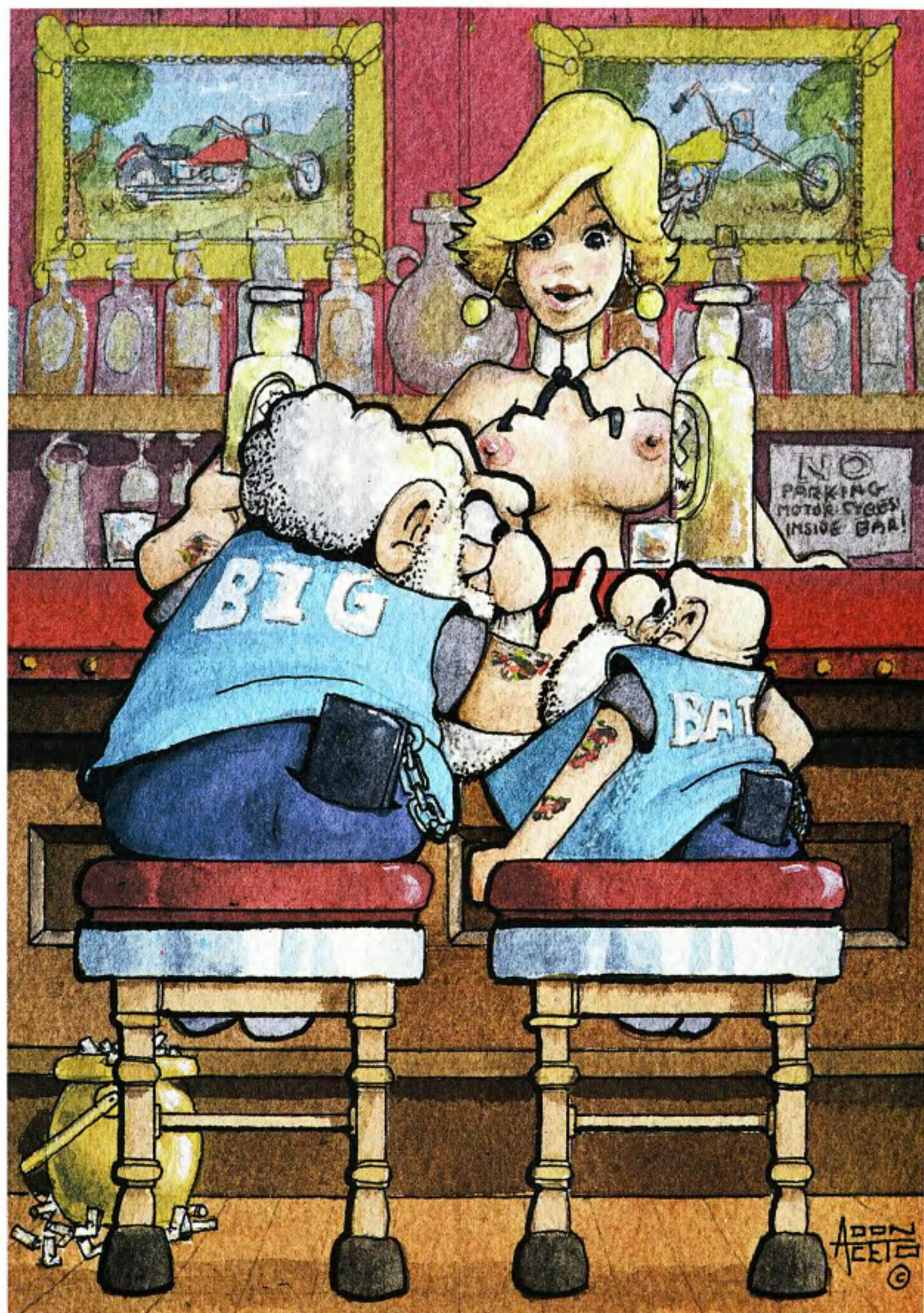
The list goes on and on, and, obviously,



I don't have enough room here. Let's just say that when Slick was caught speeding one day, the cops kept drooling over the bike and inspecting it so thoroughly that they ended up giving him only a warning. As you can see, this is the kind of machinery even Big Brother can appreciate. And you don't need a translator, regardless of whether the guy's speaking American or not.

—Tripper





*"Bazooms, boobies, booters . . . hell, bro, them's just good ol'-fashioned titties."*



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# Choppers Rule!

## AMERICAN IRONHORSE'S LEGEND

**D**uring a recent trip in Texas to visit American IronHorse's new headquarters and production facility in Fort Worth, I got to ride their seventh and newest model, the Legend. Introduced to the public during Daytona Bike Week earlier this year, the blacked-out beast has made quite an impression on chopper fans. So much so, that while I was at the factory, I noticed that the assembly line was spitting these bad boys out faster than Lucy can wrap chocolate candy.

Standard features on this essential chopper include a Softail-style, powdercoated Daytec frame, with a strutless rear fender. The stretched and raked chassis houses an S&S 107-inch solid mount V-twin, with 5-speed tranny (both 113-inch engine and 6-speed transmission are optional).







Many components have been styled specifically for this model, and have received a blackout treatment. Such parts include the engine cases, cylinders, clutch cover, fork clamps, and lower legs.

Up front at the other end of these long forks, is a 21-inch, 100-spoke laced wheel from Hallcraft's, while an 18-inch American IronHorse billet rim makes the rear of the bike look like it's levitating. American IronHorse designs and manufactures many more proprietary parts that end up on their production motorcycles. Some of these parts include fork clamps, lower legs, brake calipers, rotor carriers, rear pulley, and clutch cover.

After a tour of the 224,000-square-foot factory, I picked up this flamed beauty the day before it was scheduled to meet its new owner in nearby Dallas. Since

American IronHorse likes to put over 100 miles on their new bikes before delivering them, there was a great opportunity for yours truly to break in the bike for them.

Tim Edmonson, president of American Ironhorse, chaperoned me for the first few miles of the putt, riding along on his own Signature Series custom bike. We started off slowly to let the engines get up to normal operating temperature, and rode at a leisurely pace along Highway 114, leading to the Texas Motor Speedway.

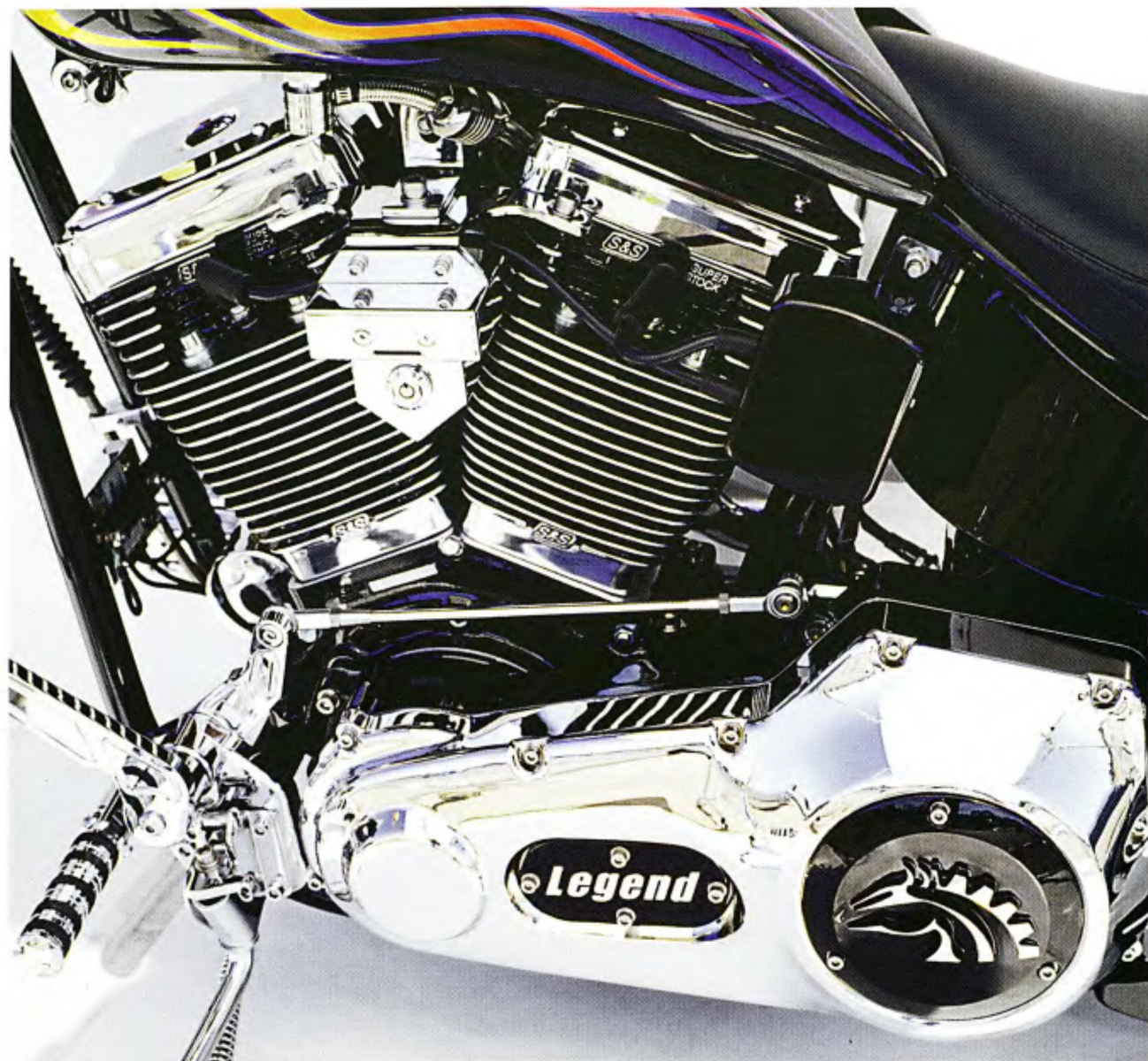
Providing lots of torque right from the get-go, the S&S 107 is a potent, yet flexible motor that works well with the Legend's stretched and raked Daytec frame. At cruising speed, the bark of the engine comes out, barely muffled by the Vance &

Hines exhaust pipes, and adds plenty to the bike's undeniable personality.

Higher riding speeds will bring the trademark "Big Twin Buzz" to your buns, hands, and feet, so don't expect a plush experience there ... that's not what this bike is about. In other words, this wild rig will put hair on your ass, my friends! That's right, you'll get plenty of wind, hear lotsa noise, and feel the untamed energy that emanates from this righteous, stripped down machine.

One thing purposely left out in the design of the Legend is the screwy handling that's often associated with stretched choppers. And although the steering's a tad heavy around the parking lot, the bike's precision and stability really impressed me once I started rip-pin' down the road.





While riding the back roads of Fort Worth, Tim and I came upon a long convoy of construction trucks. They were churning up some vicious blasts of wind all over the road as they were coming toward us. At over 70 mph, the sting of the sand bombarding our faces was more than we could handle, but the Legend remained easy to control, going through these nasty whirlwinds and inspired great confidence.

With a bike riding so low to the ground you can't expect great cornering clearance, and I was reminded of that by the kickstand bracket, as it often scraped the pavement during hard left turns. But unless you're intent on out-cornering a friend riding a Buell, you shouldn't experience this kind of scraping very much.

When it comes to braking power, the

Legend relies on a pair of stainless steel semi-floating rotors with American IronHorse's own billet carriers, and 4-piston differential bore calipers. They do a fantastic job at stopping the bike, although more squeeze can always be had by ordering your Legend with an extra disc up front.

Before I let you go, let me tell ya a chilling story about this photo shoot. As it turns out, the magnificent shot you see here was snapped inside an old building in downtown Fort Worth. Ace photographer Guillaume Garrigue had spotted the location, and wanted me to ride the bike into the derelict building, balancing it over a ditch, on a rotten piece of 2 x 12. No big deal, just another day at the office.

We got the bike positioned, got the shot, and proceeded to vacate the premis-

es. I lined up the front end with the 2 x 12, started the engine, and inched my way out of the room. Piece of cake.

Satisfied with my perfect exit, I turned around toward the empty building just in time to see a huge piece of ceiling (loaded with bricks and rubble) crash onto the exact spot I was occupying three seconds earlier! Imagine me trying to explain the squished Legend to Tim and the bike's owner!

With a base price of \$25,950, American IronHorse's Legend is evidently one mean son-of-a-gun, and it can be delivered to you in under 60 days. OK, so make mine all black, please, slap some 16-inch apehangers and upsweep fishtail open pipes on this bad boy, and I'll ride it all the way to hell!

—Lafayette





**Manufacturer:** American IronHorse  
**City:** .....Fort Worth, Texas

#### General

**Fabrication:**.....American Ironhorse  
**Year/make:**.....2000 Ironhorse  
**Model:**.....Legend  
**Assembly:**.....American Ironhorse

#### Engine

**Year/model:** .....2000 S&S V-twin  
**Builder:**.....American IronHorse  
**Ignition:**.....AIH/Compu Fire  
**Displacement:**.....107 cubic inches  
**Lower end:**.....S&S  
**Balancing:**.....S&S  
**Pistons:**.....S&S  
**Cases:**.....S&S  
**Heads:**.....S&S  
**Cam:**.....S&S .600  
**Lifters:**.....H-D  
**Carb:**.....S&S Super G  
**Air cleaner:**.....S&S  
**Pipes:**.....Vance & Hines

#### Transmission

**Year:**.....2000

**Modifications:** .....6-speed  
 constant mesh

#### Paint

**Painter:**.....American Ironhorse  
**Color/type:** .....black base  
 (optional graphics)/PPG, Spies  
 Hecker, House of Kolor

#### Frame

**Year:**.....2000  
**Type:**.....Softtail-style

**Builder:**.....Daytec  
**Modifications:** .....powdercoated

#### Accessories

**Bars:**.....CycleSmiths  
**Fenders:**.....Daytec/Milwaukee Iron  
**Headlight:**.....Headwinds  
**Taillight:**.....Drag Specialties  
**Speedo:**.....VDO  
**Pegs:**.....UMI  
**Electrics:**.....Wire Plus

**Foot controls:**.....UMI

**Gas tank:**.....one-piece

**Oil tank:**.....Daytec

**Oil system:**.....American IronHorse

**Seat:**.....Corbin Hollywood Solo

**Mirrors:**.....Drag Specialties

**Grips:**.....UMI

#### Forks

**Type:**.....41mm wide track

**Modifications:**.....6-over

#### Wheels

##### Front

**Type:**.....Halicraft's 100-spoke

**Size:**.....21-inch

**Rim width:**.....2.5-inch

**Tire:**.....Avon

**Brake:**.....IronHorse 4-piston calipers

##### Rear

**Type:**.....IronHorse solid billet

**Size:**.....18-inch

**Rim width:**.....5.5-inch

**Tire:**.....Avon

**Brake:**.....IronHorse 4-piston calipers

**Photos:**.....Guillaume Garrigue







*"Don't worry ... soon, they'll start to sag."*

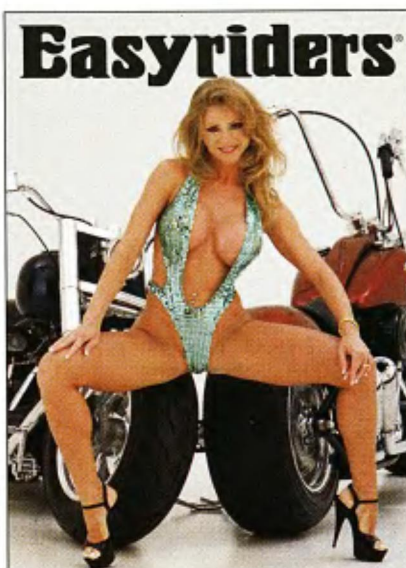


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# Coming At Ya

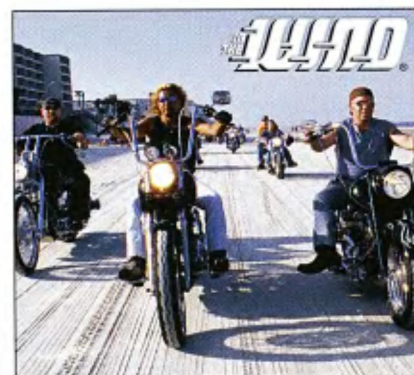
Are you ready for weirdness? Well, the September issue of *Easyriders* (#327), will explode on your defenseless brain-pan like acid-spiked cream o' wheat! We'll show off the wild and weird fat bike creations of the Weerd Bros., take you to all the glitz and grasshoppers of the Laughlin River Run, and muscle up a mess of mesas at the new Arizona Bike Week. If that's not enough, we'll showcase Harley's latest creations and show you what's new to dress up your scooter, offer up a hot and juicy guide to Aftermarket Exhaust Systems, and watch your dream bike being built by J&P. We'll also take you to far-off Dubai so see how bikers do it there and we'll unwrap a True Road Tale about a chance encounter with a motorcycle-ridin' Waylon Jennings. All this plus the hottest babes and badass bikes imaginable. *On sale August 3*



In addition to our usual collection of classy customs, the August issue features Part II of our Kauai tour, a road test of Confederate's Hellcat, and a visit to H-D's historical Gott Museum. *On sale now*



In the August issue of *Biker* you can see this saucy señorita naked! Oh, yeah, and there's bitchin' bikes and crazy-ass parties too. Grab the latest *Biker*. It's more fun than jello down your pants. *On sale June 27*



The September issue of *Wind* (#101) gets down to business and bustiness at Daytona's 2000 Bike Week. See a Czech sweetie on a righteous pan/shovel and watch her relax in a hottub. *On sale now*

*Easyriders* Video is proud to bring you "Best Biker Tunes," a compilation of some of the best music from our last decade of videos.

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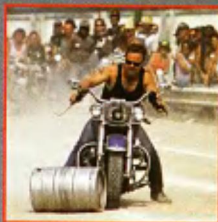
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Sept. 3



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